

An Invaluable Handbook of the South.

For many years the Blue Book of Southern Progress in its annual editions, as published by the Manufacturers Record, has commanded ever-increasing attention throughout the country. Business people in the North and West, especially investment bankers and manufacturers, study it carefully, because nowhere else can they find such a vast fund of information about the South. Southern people study it with equal interest for the same reason.

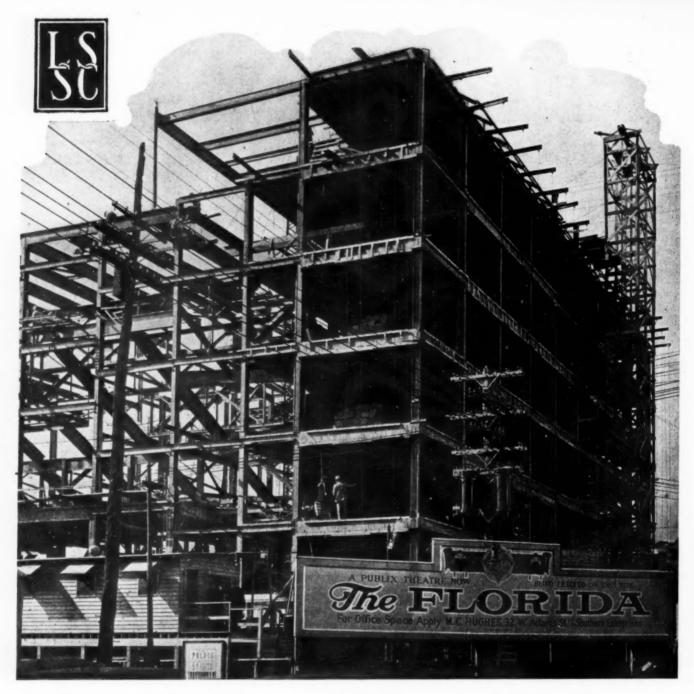
Every annual issue for many years has been an improvement over the preceding issue. That standard will be maintained in the 1927 edition. This will, we think, without question be the most interesting and most important issue of the Blue Book ever published. It will broadly sweep the whole horizon of Southern activities. It will show how industrial and agricultural development has progressed and the limitless future for these and other enterprises in the South.

As a handbook of information on the South, it is invaluable to every man and woman who wants to know anything about this section. All other publications, combined, dealing with the South do not contain as much real information as is in this one volume for the simple reason that this Blue Book is the outcome from year to year of the work of forty-five years during which the Manufacturers Record has been published in the interest of the South.

No banking or general business office in the country doing business with the South or studying that field can afford not to have a copy of the Blue Book on hand, and certainly no Southern home or Southern business man can afford not to have it, for here young and old alike can find a vast fund of information about their country which they cannot get anywhere else. In order to secure the widest possible results for the good of the South, the price of the Blue Book is still maintained at a figure far below the actual cost of publication, this being made possible only by the amount of advertising secured from progressive Southern industries and communities which, in seeking to advance their own individual interests, are helping to make possible the publication of the Blue Book and its wide circulation throughout all sections.

The price is 50 cents a copy. Without the advertising which it carries it could not be published except at a loss even at \$2 a copy. For bulk orders—and many are received all the way from 50 up to 1000 copies—the prices are as follows: 1000 copies, 30 cents a copy; 500 copies or more, 40 cents a copy. On orders for 25 copies or less, remittance should accompany the order to save bookkeeping accounts.

We repeat the promise made last year: If any buyer of the Blue Book is not more than satisfied with his investment and will so notify us, we will return his money and still let him keep the copy he bought. On that basis we invite subscription, feeling assured that every copy sold and read will prove of value to the man who buys and reads it, and to the South as a whole. The 1927 edition of the Blue Book will be ready for distribution as usual about April 30. Advance orders for single copies or for larger numbers are invited NOW.



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Manufacturers Record

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Manufacturers Record

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Vol. XCI No. 14

BALTIMORE, APRIL 7, 1927.

Single Copies, 20 Cents,

The World Facing New Conditions.

THROUGH the centuries the white races of the world have felt called upon to dominate all other races, apparently forgetting that, so far as man can learn, the Almighty has given no pre-ordained command for the white races to rule all other races. Of the world's population, only about one-fourth is white. Possibly somewhat less of the world's population even professes any belief in Christianity. Three-fourths of this population is composed of the so-called yellow, or colored, races—those of China, Japan, India and Africa.

Until the Russian-Japanese War, when Japan so badly defeated Russia, these Oriental, or colored, races seemed to have been laboring under the impression that the white race was superior by virtue of its power to fight. The defeat of Russia changed that thought and stirred within the races of Asia a realization of their own inherent power. Then came the World War, in which these colored races were again given an opportunity of realizing that they could use modern munitions of war just as well as the white races and that they had the inventive skill and the mechanical ability to fight with power equal to that of the white race. They knew only too well that their own physical endurance was greater than that of the white races, and that they could live on a pittance as compared with what the armies of the white race needed.

For years the Oriental races have been sending their young men to America and to Europe to be educated. Here they have caught a vision of the power of independence in thought and action. They have learned something of our ways, whether good or bad. They have learned the power of chemistry, the power of modern methods of warfare. In some cases they have learned the power of the Gospel of Christ, but in many cases they have learned the evils in the life of America and of Europe. This country has been like a great university to which thousands of the people from other countries have for years been flocking and learning good or evil, according to the influences under which they came while in America. They have gone back to their countries carrying with them the knowledge gained here. They resent being regarded as inferiors. They hold that the Orientals are at least the equal of the white race, and doubtless many of them think that they are far superior. They are no longer willing to be subjected to the rule of the white race-not always a wise rule.

Coincident with this situation has come the tremendous power of the bolshevistic agitation going out of Russia into Asia and proclaiming Sovietism as the salvation of the world and especially of the downtrodden classes. Here and there throughout Asia the missionaries of the Gospel have been doing splendid work, but the very work that they have been

doing has often helped to break down the castes which separated the peoples of Asiatic countries, the one class from the other.

We have often disregarded the rights of these Oriental people, and Europe has been more guilty in this respect than America. We see now the seething caldron in China, with its 450,000,000 people, and no man on earth is wise enough to say what is to be the outcome. We do know that there has been developed a bitter hatred against the white race, and that China is crying "China for the Chinese," and seeking to drive out all foreigners, except the bolshevistic leaders of Russia—and to a large extent Russia is an Asiatic country.

With the undying hatred among the Bolshevists of Russia against Europe and America, with the vast propaganda that has geen carried on in Asia by the Soviets, a condition has been created fraught with more tremendous power for good or for evil—but apparently at least nine chances out of ten for evil—than the world has ever known.

We are living in a period entirely unlike anything else in human history; for through all human history China, with its teeming hundreds of millions, has been quiescent so far as the outside world is concerned. Within the last half-century Japan has come to the front as one of the great Powers of the earth, with scientific attainments the marvel of the age. The Chinese hold themselves as superior to the Japanese. They may perchance within the next quarter of a century accomplish more than Japan has done in the last half-century. India is held together under British control, mainly because of the castes in that country, which make it impossible for the people as a whole to unite in any scheme for national success against British domination. How long that situation can last it is impossible to say.

The Mohammedan world, with about 300,000,000 people, taught through the centuries that they are to conquer the world by the sword, and taught that death upon the battle-field will bring them instant admission to Heaven, with all of the visionary charms with which they picture the heavenly land, is ready at any moment to take advantage of any weakness in preparedness to meet such an issue on the part of Europe and America. Never before since the white race reached its ascendency was there any thought on the part of the colored races that they were the equal in fighting power of the white race. Now that they have learned that they are the equal, and perhaps the superior, they have been stirred to a depth of feeling which no plummet line can measure.

Deep down in the heart of these hundreds of millions of Chinese and East Indians and Mohammedans there is a growing sentiment against control or domination of the world by the white races. These people do not believe in Christianity, they are not controlled by its teachings and, therefore, the white race cannot appeal to any sense of Christianity in seeking to win the favor of these other races.

A few years ago one of the foremost business men of the South, after a trip through the Orient, stopped on his return in the office of the Manufacturers Record. He was a great missionary advocate. He had expected to talk the Gospel in many places in the Orient, but when he was asked what impression the Orient made upon him, he said he was appalled by the enormous mass of the population in all the cities of Asia which he visited, and equally appalled by the small impression missionary work had made among these people as compared with their numbers. Here and there he found a good missionary field and much success, but speaking in the large he expressed his amazement, his inability to comprehend the seemingly endless number of people in the Orient who had never heard of the Gospel and knew pothing of its power.

Any intelligent man who visits the East and studies it as this man did must come back with the same impression. But instead of being discouraged by this situation, it is all the more incumbent upon the Christian people of America and Europe to carry on their missionary work with greater zeal and liberality than ever before.

In the meantime, we stand today facing a world situation which may well demand and command the attention of every thoughtful man and woman in Europe and America.

207 MILES AN HOUR.

A FEW days ago, standing on one of the sand dunes that line that marvelous work of nature, the great ocean beach at Daytona Beach, Fla., where Major Segrave, a native of Baltimore but a citizen of England, made that marvelous automobile record at the rate of 207 miles an hour, or an average for all his trials that day of 203.54 miles, I contrasted that terrific speed with the report than an English scientist who, when railroads were first talked of, denounced them as the work of an evil genius, claiming that it was impossible to carry any man through the atmosphere at the rate of 15 miles an hour without destroying his life!

When Major Segrave, after waiting for several days for the best conditions of the beach and of the tide, filling in the time with a little improvement here and there to his wonderful automobile, started down the beach, thousands, many thousands, lined the beach for five or six miles to witness that test as to whether it was possible for human genius to create an automobile which could run at the rate of 200 miles an hour. Looking far down the beach, one could see a tiny little speck that looked for a second like a small bug, and then suddenly, almost with lighting-like rapidity, that tremendous machine swept by one, carrying an impression of the awful power involved in its operation.

The success of this daring automobilist was a tribute to the genius of those who built the machine; a tribute to the tremendous nerve of Segrave, who dared to race at such a speed, and a tribute to that beach, which is recognized as the only spot on earth where such a test could be made under conditions giving a fair chance of success. For a week before the test the newspapers of the world were discussing Daytona Beach and this proposed test. moment the test was completed the word was flashed into the office of practically every important newspaper in this and foreign lands, and Daytona Beach received world-wide publicity, which could not have been secured by the expenditure of millions of dollars in any other way. Man made the machine, but the Almighty made the beach upon which the. machine won this tremendous victory.

Once more the South wins by having the most remarkable highway on earth, which is in keeping with its many other remarkable resources.

NORTH CAROLINA FLOATS LOANS ON GRATI-FYING INTEREST RATE.

HE superior financial condition of North Carolina was The superior inflation condition the sale of \$10,000,000 of its bonds through a New York syndicate, headed by the First National Bank, the Bankers Trust Company and the National City Company, which took them in December on bids averaging about a 4.35 per cent basis. It has just been announced that these securities, consisting of \$5,000,000 of 41/4 per cent highway bonds and \$5,000,000 of 41/4 per cent school bonds, have been marketed to investors by the syndicate on a 4.15 per cent basis, this concluding transaction emphasizing the esteem in which North Carolina issues are held by the investing public. It is furthermore announced that the syndicate has exercised its option on \$10,000,000 more of North Carolina bonds which were offered at the same time as the first \$10,-000,000, but which were not then disposed of, and these are to be offered to investors immediately. These are also 41/4 per cent bonds.

What North Carolina has done other States in the South also can do by strict attention to the conservation of their finances along sound lines. These bond issues just disposed of so successfully were surrounded by provisions which guaranteed the payment of interest and principal promptly when due, and these conditions of the loans appealed to the syndicate and its customers in no uncertain terms. The results speak for themselves, and it is also important to note a report from New York that North Carolina may sell six months hence \$30,000,000 more of State highway bonds, negotiations for the purchase of which have already been begun by bankers of that city.

Truly, the Old North State is making an enviable reputation for itself in the financial world, as well as in other fields of enterprise.

SPREADING THE TRUTH ABOUT THE SOUTH.

A FEW weeks ago the MANUFACTURERS RECORD published an editorial about Griffin, Ga., as depicted in a special issue of the News of that city. Within a few days after the publication of that editorial the News contained a letter from a Western man, who wrote:

"'If you have any of the special editions referred to in the Manufacturers Record, left, please send me a copy. I am interested in the South, and the boost the Manufacturers Record gives Griffin leads me to desire additional information about your city and county.'

"In the same mail came a request from an insurance man in Nashville, Tenn., and a candy maker from Lynn, Mass. Both these gentlemen wrote: 'I saw the editorial in the Manufacturers Record and want to see the special edition referred to.'"

Another illustration of the widespread influence of the Manufacturers Record in drawing attention to the South is given in a letter from the Exchange Sawmills Sales Company, Kansas City, Mo.:

"In closing, you should be interested in knowing that the insertion of this one advertisement, with a small note in the right-hand corner regarding informative literature, has brought us a flood of requests."

A WISE MAN.

"THERE will be no liquor drunk on this team from the beginning of the training camp to the end of the season," says Manager "Donie" Bush of the Pittsburgh National League baseball club. As Mr. Bush has been a professional player for 22 years, he easily can recall the days when professional players were hard livers, and his stand for Prohibition undoubtedly is based on both experience and observation.

Two Southern Governors Write of the Progress of Their States.

TWO letters from Governors of Southern States, one from Governor McLean of North Carolina and the other from Governor Richards of South Carolina, present extremely interesting and important statements as to what those two States are doing in the way of material development.

Governor Angus M. McLean of North Carolina, a business man of broad experience who fully understands business affairs, writing to the Manufacturers Record in regard to what his State is doing, said:

"Twenty-five years ago North Carolina was considered an unprogressive and impoverished State. Its vast natural resources, its climate, water-power, rich soil and minerals were unknown. Today North Carolina is the pioneer State in the new industrial, commercial and social advance common to the South as a whole. Secretary Hoover recently declared that North Carolina leads the nation in the rate of economic progress.

"In all of this development electrical energy has had a major share. It has freed our industry for expansion. Incomparably has it helped to raise the standard of desire out of which the standard of living is born. Plant a desire deep enough and the worth-while man works for its attainment, and in doing so tends to bring society as a whole to the level of his new ambition. Electric light and power represent more and more the reasonable luxuries, the honest ease and the merited recreation which are the rewards of education and energy in the individual.

"North Carolina's rapid strides are due largely to the constructive and energetic spirit of our people. We have only begun to develop the State. Our people realize the State's need for outside capital and man-power to aid in further development. To these the State extends a most hearty welcome and offers for their use the privilege of sharing our resources on equal terms with our own people."

It is difficult to conceive of a better statement than Governor McLean has made in regard to creating in people a desire for a higher standard of living and the effect that this will have in developing a man's determination, so far as may be in his power by hard work, to secure the fulfillment of this new ambition.

The Manufacturers Record for many years has said that where there was in early days an appearance of laziness or lack of thrift on the part of some Southern people, as was often charged by some outsiders, the real difficulty was the lack of opportunity, for opportunity gives an incentive for work.

Give the average man an opportunity to make money and he will strive to do so. Create in him a desire for better living conditions for himself and his family and unless he is an abnormal man, with an abnormal lack of thrift and energy, he will work with greater enthusiasm than ever before

For this very reason the higher wages that are now being paid are stimulating millions of people to desire more than they have ever had before and to be willing to work harder to secure them.

Following the Civil War the lack of opportunity in the South for profitable employment by farmers and by millions of others created an impression of laziness, but that appearance was largely due to the fact that these people did not have the opportunity to work. Here and there will be found a man born lazy and he may live lazy and die lazy, but the general run of humanity can be tremendously stimulated in the higher things of life by seeing broader opportunities for profitable employment and for better living conditions. This spirit is abroad in North Carolina to a remarkable extent and is spreading throughout the South.

From Governor John G. Richards of South Carolina we

have a letter which tells of the rapid progress of that State and of the welcome that will be extended to outside capital and to men of constructive ability. Writing on this point, Governor Richards says:

"Two decades ago South Carolina ranked very low in comparison with other States in the Union in the way of progress and development. Today it is one of the leading States in the rapid progress which is destined to make the South a new industrial and commercial empire. Through its recent progress and development the State is realizing on its wonderful resources in climate, water-power and agriculture, and mining products.

"The rapid strides South Carolina has already made in industrial, agricultural and educational development have been made possible because of the co-operative spirit of its people and their faith and determination in carrying out a State-wide program of development. Our people realize that the State's greatest need at present is the further development of our almost incalculable resources, and that to accomplish this outside capital and men of constructive ability must be attracted. To such men and such capital the State extends a hearty welcome, and offers for utilization and further development all its resources of forest, mines and agriculture, of its climate and water-powers, of its facilities of transportation and nearness to markets, and of its educational and civic institutions."

South Carolina, like its sister State to the north, has many resources in climate, in soil and in industrial possibilities. It is one of the outstanding textile centers of the country and in that respect has made progress which has challenged the attention of the cotton manufacturers of the world. It can do equally well in many other lines of industry, and Governor Richards in his letter bids a hearty welcome to those who would come in and help in the further development of the resources of the State.

AGRICULTURE AND BUSINESS IN MISSOURI ON UPGRADE.

O^N a tour of investigation in the West, Edwin S. McIntosh, staff correspondent, wires to the New York Herald Tribune from St. Louis:

"The agricultural depression which followed the inflated war-time prosperity in Missouri is definitely at an end and business is on the upgrade, in the view of bankers and other business men in this section of Missouri, and this condition is said also to cover the entire Mid-Western section south of Missouri and along both sides of the Mississippi River."

Perhaps it would be more accurate for Mr. McIntosh to attribute the "agricultural depression" to the wicked deflation methods imposed by the Federal Reserve upon the helpless farmer to the tune of \$30,000,000,000. At all events, the convalescence—even the survival—of agriculture after that blow is cheering, and one may hope for ultimate recovery of the victim.

RESPONSIBILITY OF THE CHURCHES.

THAT day is past, says Rev. Dr. S. Parkes Cadman, "when any realm of our economic, industrial, social, political or international life will be regarded as outside the sphere of responsibility of the churches." All such "realms" should be under the influence of religion, but for "churches" to attempt academically to regulate politics or industry or international life, as they do under the guidance of such men as Dr. Cadman, is bad for both religion and national and international life.

STATE ADVERTISING OF FLORIDA SUGGESTED BY PRESIDENT WARFIELD OF THE SEABOARD AIR LINE.

PRESIDENT S. DAVIES WARFIELD of the Seaboard Air Line Railway system, Baltimore, came out strongly and impressively in favor of a State advertising its resources when he spoke at St. Petersburg, Fla., recently on the occasion of Warfield Day, on which occasion he was the guest of honor because of his transportation accomplishments in the Florida region. In his address delivered at Williams Park he suggested a program for a country-wide educational campaign for Florida by means of a State appropriation. He said:

"You have a great Governor occupying the Governmental chair at Tallahassee. He has done much for Florida and he will do more if he has full co-operation. Florida has no bonded debt and a State treasury with a surplus that has been accumulated under wise and judicious handling of your affairs. Your Governor is wisely indirectly making use of this surplus as a means to reduce your taxes. But why not use a portion of it directly to increase the taxable basis of this and all other sections of the State in increasing value by bringing people into the State? * * *

"The next Legislature of Florida should appropriate out of the treasury a definite and sufficient amount of money for the purposes I will enumerate. This should be supplemented by additional sums collected by the various cities and communities for their separate purposes. Florida occupies an outstanding position in this country at this time, when she has been a mark for attack by one community or another or by one interest or another in other sections of the country. It has had its effect, extending well into Canada. * * *

"The plan I suggest is that you should organize a course of lectures, to be delivered at stated periods and points throughout this country and Canada, extensively advertising such lectures, which should be delivered in connection with moving pictures descriptive of the subjects of your lectures. You cannot successfully reach the people in any other way. Do not misunderstand me. Advertising in newspapers and by circulars and booklets is imperative, supplemented by a corps of men who can show the people and tell the people by personal contact what you have here. If this policy is followed, the result will surprise you.

"If you will proceed along the lines of my suggestion, if the State will appropriate money for the purposes named, I promise you that the Seaboard Air Line Railway will proceed along similar lines and will institute courses of lectures to show what you have in Florida. By this method you can strike at the tap-root of misrepresentation; you will establish a feeling of confidence, for all that is necessary to be known to double the population of Florida—and St. Petersburg—is to give the facts about the State and your city. * * *

"But what you wish first to establish is a general knowledge of what Florida stands for, a comprehensive outline of your tremendous potential possibilities and what can be accomplished in Florida as a State, for you have a distinctive position in the nation. It requires a large amount of money to reach in a reasonable time the people as they must be reached to bring real results. I am a believer in co-operation, in organization. How much greater will be an organization under the plan proposed than under a separate organization launched in a competitive relation, one city or one community with another! First turn the tide Florida-wise; pick up the details later by local chambers of commerce. * * *

details later by local chambers of commerce. * * *

"The Seaboard subscribes \$5000 a year to your State Chamber of Commerce and we propose to continue to subscribe it. This is a State body and can be made useful in the suggestions made. We wish to co-operate in every way in this country and in Canada by establishing a system of lectures, with comprehensive views. The State should co-operate in this. If you think well of the suggestion, I will be glad to see Governor Martin and ask his co-operation respecting an appropriation from the State for the purposes named."

President Warfield's suggestions for a country-wide campaign in behalf of Florida and its resources and advantages were frequently interrupted by hearty applause, and it was very evident that these seeds of thought had fallen upon fertile ground. Since then the idea of advertising the State's resources and climatic and other advantages has gained con-

siderable ground. It is one which not only Florida but other States in the South should take up and pursue along the lines proposed by Mr. Warfield, with such additional features as may prove to be desirable. To put before the country the facts concerning a Commonwealth is not only enterprising, but it is wise and judicious and should be undertaken with no hesitating steps. It commends itself to every thoughtful citizen.

INSURANCE A GREAT ECONOMIC AND MORAL FACTOR.

INSURANCE facts and figures of equal interest and importance outside insurance circles are presented in the Annals of the American Academy of Political and Social Science for March, which is devoted to "modern insurance tendencies." For instance, from the Editor's Foreword, by Dr. S. S. Huebner, professor of insurance and commerce, University of Pennsylvania, the following summary may be made:

During 1925 American life insurance companies collected in premiums nearly \$2,384,000,000; casualty companies in the United States, \$777,000,000, and property insurance companies of all kinds operating in the State of New York, nearly \$1,787,000,000, or a total of \$4,948,000,000.

Fraternal insurance premiums, self-insurance funds, compensation and pension lines and American insurance placed directly with unauthorized foreign insurers, etc., bring this premium aggregate to \$6,000,000,000 a year.

Compared with the premium income of 1915, the 1925 figures indicate a decennial growth of 204 per cent for life insurance, 102 per cent for fire, marine and other forms of property insurance, and 385 per cent for the various forms of casualty insurance.

Insurance companies in the United States now hold assets equal to about \$1 out of every \$25 of the nation's total wealth.

From insignificant proportions 10 years ago, automobile insurance has attained a total premium income of \$350,000,000 a year, while "business interruption" insurance, "use and occupancy" insurance and crop insurance are developing to great proportions. Further, the MANUFACTURERS RECORD has ascertained through its own investigation that life insurance companies now are furnishing nearly one-sixth of the money necessary to carry the farm indebtedness of the United States, and invested assets back of life insurance policies issued by American companies now have reached a total of \$12,850,000,000 and are increasing at a rate of more than \$1,000,000,000 a year.

Well may Professor Huebner now say of the insurance industry:

"To an ever-increasing extent insurance service is being directed toward the prevention of loss in the first instance. Formerly the function of insurance was regarded as 'risk bearing', whereas today the emphasis is more and more upon 'risk prevention.' The latter function is distinctly gaining in importance as compared with indemnity. Prevention of loss in the first instance with regard to human life and property values is real insurance—probably the most important insurance activity of all—and from both the business and social standpoints should always take a place alongside of indemnity. As time passes a larger and larger proportion of the premium income of insurers along all lines should be devoted in the interest of loss prevention."

So, on much the same line, Dr. Lee K. Frankel, second vice-president, Metropolitan Life Insurance Company, says: "The goal of the life insurance company today is to bring to fruition the promise of the Psalmist—'The days of our years are threescore years and ten.' The health activities of insurance companies may prove to be one of the causes, which will bring to pass his further statement, 'And if by reason of strength they be fourscore years.' From the view-

point of society, no purpose could be more important than prolonging life; from the standpoint of insurance companies, none could be more economically sound."

All of which advocacy of prevention may be applied to fire and marine insurance, to casualty and health insurance -indeed, it may be made one of the strongest arguments advanced in favor of compulsory automobile liability insurance; the insurance companies should strive to prevent accidents by being able to refuse policies to persons unfitted or unqualified to drive. In Washington, D. C., the writer knew a woman over 80 years of age who was given a driver's card without question, and he offered to wager that she would kill some one in a year. She killed another woman in less than six months. In the same city, managed by the United States Government, a license actually was issued to a blind man, and he struggled through traffic until his affliction became conspicuous; then his permit was revoked. In Baltimore, at this moment, the writer knows a licensed driver who is deaf as the proverbial post.

Devoted to insurance, the March issue of the Annals is of tremendous interest. Under the heading of Life Insurance are 14 articles, each written by an expert; five appear under Property Insurance, five under Casualty Insurance and five under Important Problems of General Application.

Insurance of every kind is the people's business. In it, for compensation and indemnity and prevention, they invest premium payments; through it, through loans and other forms of financing, they invest the accumulations of their premium payments. They profit and the entire country profits by the consequent stimulation of industry and trade.

THE DETROIT AND HOUSTON CONVENTIONS OF THE NATIONAL FOREIGN TRADE COUNCIL.

THE National Foreign Trade Council, which last year held a most successful meeting at Charleston, S. C., will in May next hold its annual meeting in Detroit.

The Foreign Trade Council is composed of many of the foremost business men of America engaged in the import and export trade, as well as many who are making a study of the possibilities of foreign trade. We have no doubt that Detroit, with its vast wealth and its enormous business interests, the world center of the automobile industry, will handle this year's convention in such a way as to set a pace for all future meetings of the National Foreign Trade Council. If it does not do so, we shall be greatly surprised, for Detroit is capable of handling a convention of this kind in the best possible way.

Nevertheless, we here and now issue a challenge to Detroit on behalf of Houston for the 1928 convention, and if Houston does not surpass the best that Detroit can do we shall again be greatly surprised.

When the National Foreign Trade Council meets in Houston next year it will meet in one of the most rapidly growing sections of the world, with resources, in soil, in climate, in minerals and timber, of such marvelous extent and wealthcreating possibilities that the men from other parts of the country who attend that convention will marvel at Texas and marvel at Houston. However well Detroit may help to handle the coming convention and impress upon the delegates the magnitude of its interests, foreign and domestic alike, we have no hesitation in saying that in many respects Houston will give them the surprise of their lives, and that all Texas will give the Council a welcome the warmth of which will amaze those who have never been in Texas and enjoyed its boundless hospitality and the broad vision of its business people, who fully realize that they have an empire in extent and resources out of which they are determined to make the greatest possible achievements founded on these natural advantages.

A GREAT LAWYER AND TWO UNITED STATES DISTRICT JUDGES ON THE SPREAD OF CRIMINALITY.

L OUIS MARSHALL of New York is regarded as one of the great Constitutional lawyers of the country. In the course of an interesting interview in the New York Times Magazine covering some of his early exeriences, on being asked as to whether the Constitution applies to conditions of life today as it did 150 years ago, Mr. Marshall enthusiastically warmed to his answer and said:

"It is the enduring document of all time. Its application in another century and a half will be as fresh as it is today. Fundamentally it embraces the natural rights of man, and these will never change. We have a means provided in the Constitution for such additions as may be needed. But I believe we shall undertake new amendments with more caution in the future. Our experience with the Eighteenth Amendment has shown us that we acted too hastily. Its passage was an invasion of State rights and gave to the nation police powers that the framers of the Constitution never intended.

"The amendment was faulty legislation and never should have been passed. But now that it is a part of the Constitution we must enforce it with all the vigor of which we are capable. To obey certain laws and disobey others is impossible if we are to maintain organized society. The Eighteenth Amendment is a most important law. Those who would see it changed are fully within their rights and Constitutional guarantees. The means has been provided. Two-thirds of two houses of Congress, or two-thirds of the State legislatures, may propose an amendment undoing the work of the other. When three-fourths of the legislatures vote for such a measure, it will become law—a new amendment.

"I am aware that the present amendment and its supporting laws are disregarded by a considerable number of the American people. Results will be more far-reaching than they suspect. I would plead with them to sacrifice their tastes—natural though they may be—in behalf of our institutions. Any man who breaks the prohibition statutes upholds an evil example to every person acquainted with his act. The ignorant and the vicious are encouraged. Thus we have the whole structure, of the law brought into peril. I am not one of those who believe that a law once passed is irrevocable. But as long as it remains a law, just so long it must be obeyed."

In this connection it is interesting to quote statements recently made on the same subject by two United States District Court judges. Judge Edwin R. Holmes, the United States District Court, speaking at Oxford, Miss., to a jury, said:

"Among the most pernicious and persistent criminals of today is the peddler of intoxicants and narcotics. If it were not for whisky and narcotics we could tear down many of our jails, reformatories and asylums, discharge many of our policemen and peace officers and adjourn many of our courts of justice. The Eighteenth Amendment was the crystallization of culminating public opinion which had been in the process of gradual formation for a period of over seventy years."

That statement appeared in the Mississippi papers as a dispatch from Oxford. By an interesting coincidence Judge E. Yates Webb of the United States District Court discussed the same subject in a charge to a grand jury at Greensboro, N. C. This was published in the Daily News of Greensboro on the same date as the Oxford dispatch. The report in the News said:

"He pointed to the great progress made in North Carolina since Prohibition became effective—the fine roads, the fine schools, the prosperous people. Bigger bank deposits, greater resources of building and loan associations—a great State in a great nation. Yet Prohibition has been a boon, he declared.

"He went back to the beginnings, years and years ago, of the fight for Prohibition. Mothers started it, he said, not liking to see their sons ruined by drink. Others began to aid. Railroads and great companies found liquor to be terribly uneconomic. Finally, even people who drank whisky knew it harmed men, and so Prohibition came about.

"In some parts of the country there may be some disaffection over the loss of liquor, but even in those places

there will eventually be practically complete enforcement, Judge Webb said. Even other countries of the world are beginning to place restrictions upon the sale of liquor. Lloyd George, former Premier of Great Britain, one of the world's great leaders, said that what makes the United States a great nation is Prohibition.

"These good roads—what use would they be if there was liquor? Judge Webb asked. They would not be a benefit, but a menace. The judge said that if there was liquor for sale he would take to the woods instead of using them, for they would be too dangerous, infested with drunken drivers. And the people who once said that the schools would close if the tax derived from liquor were removed with the liquor? They have been proved wrong. Now in the rural districts there are magnificent school buildings that a few years ago would have been considered a credit to Yale or Harvard.

"The man who used to come home penniless, having spent his money for drink, and in such condition that his wife and children fled from him, now comes with his wages, bringing presents for his family, Judge Webb said. Liquor is recognized as a curse, and has been for a long time. Why, it used to be sold legally in the Capitol at Washington. There were many barrooms on the avenue leading to the Capitol. The Congressmen recognized it as an evil, put it out. Liquor, the judge said, has been proven guilty; people will not have it; in the western district of North Carolina the Prohibition law is enforced."

Here are three interesting statements. The first, from one of the foremost lawyers of America, the other two from United States district judges of high standing in charges to grand juries, all three bearing directly on the vital importance of the Eighteenth Amendment and the observance of law. We commend their statements to the readers of the Manufacturers Record, regardless of whether their statements are in harmony with individual views or not.

The great question before the country is not that of Prohibition so much as that of observance or obedience to law, and he who violates the law is seeking to the utmost of his ability to break down this Government and destroy American civilization. He may violate the law and may attempt to convince himself that the above statement is incorrect; but its accuracy cannot possibly be questioned by any honest-minded, truthful man.

THE MORAL VIEWPOINT OF DEBT CANCELLATION.

A DISPATCH from Washington to the New York Sun says:

"The Treasury Department has had under way for some time a quiet investigation to discover the source of debtcancellation propaganda in the United States and the actuating motive for those asking reconsideration for scaling down of debt payments."

That action of the Treasury Department, if rightly reported, is an insult to all of the professors of Columbia and Princeton universities and to the thousands of other leading people throughout the country who, viewing the matter purely from the moral standpoint, have favored debt cancellation. In further discussion of the subject, the dispatch to the Sun says:

"It has been suggested to officials that there was a mutuality of interest, if not a connecting link, between those agitating debt cancellation and those who have sponsored peace movements and the League of Nations in this country. This phase of the matter will not be discussed officially, however."

We imagine it will not be discussed officially because evidently there is no foundation whatever for such a discussion. The MANUFACTURERS RECORD has, from the beginning of the proposition for a League of Nations, vigorously and unceasingly fought that scheme. It has fought all of the so-called peace movements and the pacifists, some of whom are doubtless honest in their intentions but badly informed, and it proposes to keep on fighting the League of Nations and every movement which would tie this country in an unbreakable knot to the diplomacy of the rest of the world. On the

other hand, it has favored debt cancellation entirely without regard to whether the Allies desired it or not, but because we believe the honor of the United States demands that we cancel all of the indebtedness incurred by the Allies to the United States during the war. This position of the Manufacturers Record was taken and is maintained, as was its position against the League of Nations, entirely without regard to the views of anybody else on the subject, and, indeed, without knowing the views of those for or against this movement, except as expressed through the newspapers.

If the Treasury Department wants to know "the actuating motive for those asking reconsideration for scaling down of debt payments," it can find it in the moral sense of those who are taking that position as well as in the economic standpoint of those who believe that the increasing prosperity of Europe to be brought about in that way would add greatly to the prosperity of the United States. The latter, however, is a selfish point of view and has not been stressed by the Manufacturers Record. We do not believe that we have any right morally to demand the payment of the indebtedness which was incurred by the Allies while they were fighting our battle after we were in war with Germany and when we could not fight our own battles for ourselves.

IMPORTS OF FOODSTUFFS EXCEED EXPORTS.

FOR the two months of January and February. 1927, the total value of the exports of crude foodstuffs and food animals and manufactured foodstuffs amounted to \$125,000,825, but during the same period the imports of foodstuffs and food animals and manufactured foodstuffs amounted to \$153,621,000, showing that during those two months we imported \$31,000,000 worth of foodstuffs more than we exported.

Our total domestic exports for January and February amounted to \$776,873,000, whereas our imports for the same period amounted to \$687.845.000.

We made a gain in exports during the first two months of this year of \$43,000,000 over the corresponding months of 1926, but our imports during the same period showed a decline of \$136,000,000. The heaviest decline in imports for the two months as compared with the corresponding period last year was in crude materials, which showed a falling off of \$106,000,000, while semi-manufactured articles showed a decrease of \$25,000,000, finished manufactures a decrease of \$25,000,000 and food animals nearly \$2,000,000.

Of recent years our imports of foodstuffs have been steadily gaining in comparison with the exports of foodstuffs, until we have now reached a point where we buy more foodstuffs abroad than we export. •

DIRECT PROCESS FOR STEEL MAKING.

THE United States Steel Corporation is reported as constructing a plant at Lorain, Ohio, to experiment with a process for making iron without the use of a blast furnace. For many years efforts have been made to make iron and steel by a direct process from the ore without the use of the modern blast furnaces. If the experiment that is now being made by the Steel Corporation proves successful, a great revolution will have been made in the iron and steel business.

It is reported that the Granular Iron Corporation controls the new process and that the Steel Corporation has been licensed to use it and to make the experimental tests at

There were 283,482 farms in North Carolina in 1925, and 24,983 of these farms were mortgaged. The amount of the mortgages was only 36.4 per cent of the value, however.

Ammonia and Nitrate From Coal and Lignite.

By CHARLES WILLIAM DABNEY, Ph. D.

[This article is the first of a series written by Dr. Dabney for the Manufacturers Record on this most important subject—most important to every element and group of our American citizenry. Other articles will follow in succession until the subject has been thoroughly covered by this most eminent authority.

Dr. Dabney is regarded as one of the greatest scientists and authorities in the field of chemistry. Born at Hampden-Sidney, Va., he supplemented his course at the University of Virginia by studies at Berlin and Gottingen and has received degrees from Yale and Johns Hopkins Universities.—Editor Manufacturers Record.]

The purpose of this series of articles is to show the value of the immense coal and lignite deposits of the South and West. In the past we have only thought of these coals as sources of heat or power. In the first article in the series it was explained how by the new method of pulverization even the low-grade coals and lignites, hitherto neglected, could be used for the production of steam or electricity. By burning at or near the mines it was found that great new supplies of fuel could be made available and power produced in vast quantities in territories where high-grade fuels were lacking. These new methods of scientific combustion, applied to lignite, will give the Southwestern and the Northwestern States a source of power greatly needed also for their factories. In the second article it was shown that these same classes of coal could also be utilized in making chemicals of great industrial value. Low-temperature distillation, or "carbonization," as it is commonly called now, is yielding oils and tars in increased quantities and superior quality. And further, when these coals are completely gasified under varying conditions of pressure and temperature, many valuable alcohols, acids and ketones are obtained, including methyl alcohol, acetic acid and formaldehyde, all in great demand in modern chemical industry.

In the present article we shall consider the production of three of the most important chemicals of commerce—ammonia, cyanamid and nitrate—from coal and lignite. These chemicals are already used in great quantities in agriculture and will certainly be required in increasing quantities as our soils become more and more impoverished and our farming methods are improved. For the purpose of this article we may treat the production of these chemicals, ammonia and nitrate, as one problem. They are made by different processes, but since they are all used for the same purposes and largely interchangeable we shall speak of them as forms of fixed nitrogen, which is the essential characteristic of them all. Whether we make the one or the other from coal, it is the fixed nitrogen we are seeking both for the chemical industry and for agriculture.

Let us first consider the demand and supply of fixed nitrogen in this country. With our rapidly developing agriculture, it is impossible to estimate the future demand for fixed nitrogen in this country. If they are cheap enough, we can use with great advantage an almost unlimited amount of nitrate, ammonia or cyanamid. Nitrogen is the chief element of all fertilizers and at present the costliest. So it is immensely important that we get more of it and get it cheaper.

Let us first see where we are getting our present supply and then we can consider how we may increase it. The sources of our supplies of fixed nitrogen are ordinarily classified as organic and inorganic. The so-called organic nitrogen found in waste vegetable matter, like that in spoiled cotton-seed meal, or in animal offal, like tankage from slaughter-houses, will always be used as far as it will go, but the supply of this organic nitrogen will always be limited, with the result that we must look to inorganic mineral supplies for the great bulk of the fixed nitrogen for both agriculture and the chemical industry.

The present sources of our supplies of inorganic fixed nitrogen are (all figures are net tons of nitrogen:*

- 1. Chile nitrate, in which we import 194,000 long tons of nitrogen a year. We exported 2000 tons of this, leaving 192,000 tons to be used at home.
- 2. By-product ammonia from coke ovens, sold usually in the form of sulphate of ammonia, furnished us in 1925 with 123,000 tons of nitrogen, of which we exported 28,000 tons, leaving us 95,000 tons to use at home.

Both of these sources of supply are necessarily limited and both are likely to become increasingly expensive. Chile exports at present only 430,000 tons of nitrate annually to the whole world. Moreover, this nitrate, the product of natural causes operating through long ages past, is being rapidly exhausted. The richest deposits are already exhausted. New methods now being introduced by the Guggenheimer Corporation will utilize a great deal of nitrate-bearing materials hitherto left on the ground, but these new methods will make the product more expensive and will certainly in time use up all the available raw material. Chile charges an export duty of \$12.50 a ton, and she is so dependent on it for revenue that she cannot be expected to reduce it very much. Chilean nitrate cost \$53 a long ton in New York in January, 1927. We can produce fixed nitrogen much cheaper.

How next about the supply of by-product ammonia? Can this be increased? This is strictly limited by the amount of coal coked by improved methods. For a number of years past our production of by-product ammonia, expressed in terms of nitrogen has ranged around 123,000 tons per year, and we import 2000 tons. Even supposing this were doubled or quadrupled, it would leave a great deal of fixed nitrogen still to be supplied. From what source, then, shall we get nitrogen to meet the needs of our agriculture?

We come next, therefore, to consider the possibility of the synthetic ammonia processes, especially in relation to our low-grade coal and lignite supplies. First, how about the nitrogen fixation plants in our country? What are they producing for us? In 1925 we had eight plants which produced 13,000 net tons of fixed nitrogen in the form of nitrates, ammonia and cyanamid. Though our eight plants were reported to have a capacity of 30,000 tons, we could not meet the German and French prices. This was because we were not using the best methods. We exported 2000 tons and we imported 27,000 tons of nitrogen in these various forms.

Now, let us sum up by sources the inorganic fixed nitrogen we consumed in 1925 and see how the total compares with our needs.

INORGANIC FIXED NITROGEN USED IN THE UNITED STATES IN 1925.

Such is our present consumption of inorganic fixed nitrogen from all sources. We have no means of knowing how much

^{*}The figures used were collected and calculated by Ernst and Sherman, Bureau of Soils, Washington, D. C., published in article, "World's Inorganic Nitrogen Industry" in Industrial and Engineering Chemistry for January, 1927.

organic nitrogen we use in manure and other waste vegetable and animal substances, but it is limited.

How much more nitrogen do we need in agriculture? We can get some idea of how much we should use by the comparison of our consumption of nitrogen with that in other countries. France, which has a highly developed agriculture, used in 1925 144,000 tons of fixed nitrogen on an area onefourteenth the size of the United States and a population one-third as large as ours. In 1925 Germany used 369,000 tons of fixed nitrogen in different forms, while the United States, with fifteen times the area and twice the population, used only 325,000 tons. It is evident, therefore, that with the reduction of the price of fixed nitrogen we could use a far larger quantity of nitrogenous fertilizers to the immense gain of our agriculture. If we used as much in proportion to our territory as Germany uses, it would require 5,500,000 tons of nitrogen to supply our agriculture for a year. If our consumption were only rated in proportion to our population, we would require 750,000 tons. Considering what we need for our agricultural exports, as well as for food for our own population, if we fed our soils as we ought to do to maintain them, we should now be using at least 1,000,000 tons of fixed nitrogen a year. In other words, we are using only one-third as much nitrogenous fertilizer as we should use. The question then is, How shall we get the additional 675,000 tons of nitrogen we need at a cost at which we can afford to use it?

It is evident that we should produce it by synthetic methods, as the Germans are already doing so successfully. Germany produced last year over 400,000 tons of fixed nitrogen, and Dr. Bueb of the Nitrogen Syndicate states that in the current year they will surely produce over 500,000 tons.* Germany already has a large amount of nitrate for export, and with this increased production it is expected that she will export 100,000 tons of fixed nitrogen in 1927. She is cutting heavily into Chile's former world monopoly by underselling her. This country imported over 220,000 tons of fixed nitrogen last year, including 28,000 tons from Germany and France.

Why should we not produce the full amount of our requirements of fixed nitrogen here at home? What is required in the way of resources to do this? Ammonia is composed of nitrogen and hydrogen, nitrate of nitrogen and oxygen, and cyanamid of nitrogen and carbon. Now, these are among the commonest elements in our world. The chief element—nitrogen—occurs in an inexhaustible supply in our atmosphere, about 34,000 tons over every acre of land. In other words, the nitrogen over some 30 acres would supply the entire 1,000,000 tons of combined nitrogen we need at the present time. Oxygen also abounds in the atmosphere, and our waste coals or lignites are adequate sources for the carbon.

It is not the purpose of this article to discuss the several technical methods of getting nitrogen and oxygen to combine to make nitric acid, nitrogen and hydrogen to form ammonia, or nitrogen and carbon to form cyanamid, but only to point out the extent of the need or demand for these chemicals and to show how we have in this country all the resources to manufacture synthetically all of these fixed nitrogen compounds. Since carbon and hydrogen are the only raw materials required to make these chemicals, which are not immediately in hand everywhere, the non-technical reader will ask why should there be any trouble or expense about making them. The answer is that, while these elements are found abundantly everywhere, it takes a vast amount of power in the form of either electricity, heat or mechanical energy (in some processes all three) to make them combine with each other. The prerequisites thus for producing these things are

either cheap hydro-electric power, or natural gas or coal, to produce the electricity, heat and power. Where electricity can be produced, as in our Southern States, from the waterpowers, hydrogen may be obtained by electrolysis for making ammonia, and nitrogen may be burnt with the oxygen of the air in the electric arc to make nitrates. This method. however, is slow and expensive, except where electricity is superabundant and cheap. According to the Haber-Bosch process, now used in Germany, and the Claude process, chiefly used in France and Italy, hydrogen, obtained from coal as water-gas, is purified and, under heat and pressure, with the aid of the electric spark and a catalyst, is made to combine with nitrogen to form ammonia. Water-gas can be made advantageously from lignite and waste coals, and, besides hydrogen, contains methane, which is saved to make wood alcohol and aldehyde and various chemicals.

For the cyanamid process we must first make carbide; this is then converted into calcium cyanamid by heating with nitrogen. Requiring two steps, this process is less desirable than the Haber-Bosch or the Claude process. Experience shows that the latter processes, known as the synthetic ammonia processes, are the most efficient and economical yet discovered. They require less expensive plants and enable us to use the cheapest raw materials-high-ash coals or lignites, air and water. These processes seem, therefore, to be destined to replace both the hydro-electric and cyanamid processes everywhere. The low-grade bituminous coals in the Middle Atlantic and Southern States and the lignites of Louisiana, Texas, Colorado and North Dakota are ideal materials for this purpose. They yield the cheapest hydrogen gas known, and by the new combustion methods they will furnish the cheapest electricity and power.

The oxygen of the air is separated by compression methods from the nitrogen and is destined to be largely used in metallurgical practice. Anhydrous ammonia, produced in these processes, is in increasing demand for refrigeration machines. The ammonia, made into sulphate phosphate or nitrate, is used for fertilizing purposes. These salts, mixed with phosphates and potash, make the concentrated fertilizers so much needed in the Western country.

Such are some of the possibilities of these vast coal and lignite deposits of the South and West. We have seen that by the new scientific methods of burning pulverized coal high-ash coals may be substituted for bituminous coal, and even for anthracite in case of necessity. Treated by the lowcarbonization methods, they yield valuable gases, oils and tars. The char can be made into an anthracite substitute. When burned at the mines low-grade coals and lignites furnish an unsurpassed source of electricity. When natural gas and oil become too high or give out, as they will do some day, these coals may be the material from which to make gas, oil or a motor spirit. From them by complete gasification we can get a whole series of hydrocarbons, like methane; alcohols, like wood alcohol; acids, like acetic acid, and aldehydes, like formaldehyde, for use in the chemical industry. And, finally, in these coals we have the cheapest and best source of the elements from which, and of the power and electricity with which, to make ammonia and nitrate,

Germany has already shown us that ammonia and nitrate may be made in this way cheaper than it can be imported from Chile. We can certainly do the same thing. With the phosphates of Idaho and Wyoming, the potash of Texas and the nitrate from our coals and lignites, we have unsurpassed resources for the production of cheap fertilizers which will be of immense benefit to American agriculture.

The Commissioners' Court of San Patricio County, Sinton, Texas, has called an election for April 23 on a bond issue of \$125,000 for building a new courthouse.

^{*}From W. T. Daugherty in the Report on the German Chemical Development in 1926 to the Department of Commerce.

The Nitrate Question Commanding National and International Attention.

By GEORGE GARNER.

New York, April 2.

Resuscitation of the Chilean nitrate industry, as planned by the Anglo-Chilean Consolidated Nitrate Corporation, a member of the Guggenheim Brothers industrial group, has aroused in nitrate and corelated circles an interest and activity—not to say rivalry—which at the moment are second to none in the American and foreign business worlds. Revival of the Chilean industry has stimulated American interests and has given further impetus to the movement in Germany, which long has been under strong headway.

From the Chilean angle, the Anglo-Chilean Corporation announces the operation of a new plant at Coya Norte, with present output of 300,000 tons a year and capacity for 500,000 tons, and representing an investment of \$10,000,000.

In America, almost coincidently, the Allied Chemical and Dye Corporation proclaims an intention to establish a plant at Hopewell, Va., the first unit to cost \$5,000,000.

From Germany come reports that the two plants of the Badische Analin und Soda Fabrik alone are to be developed to 500,000 tons capacity, and supplementary rumor whispers that a loan has been negotiated to increase this capacity to 1,000,000 tons a year through the direct synthetic ammonia process.

In short, a triangular international contest has developed for the profits of the world's peace-time markets.

But on the horizon ever hovers the cloud of Mars, and behind this provision for fertilizer for food crops lurks preparation for manufacture of high explosives for defense and offense in an ever-possible war. The value of chemical peace industries in war time was demonstrated by Germany in its attack on the civilized world, and the lesson should be taken to heart by the United States above all other nations of the earth.

The following table on domestic production, imports, exports and consumption is compiled from figures for 1925:

,	Production	Imports	Exports	Consumption
Germany United States	. 136,650	4,736 221,128	83,511 32,211	369.053 325,557
Great Britain France		18,899 89,915 58 600	72,732 3,164	56,967 143,911 99,363

The production of Chilean nitrate in the year ending June 30, 1927, is estimated to reach 1,250,000 tons.

From the foregoing table the relation of domestic production to consumption may be figured as follows: Germany, 121 per cent; United States, 41 per cent; Great Britain, 200 per cent; France, 40 per cent; Japan, 40 per cent. Of their respective import totals, the following percentages are of Chilean nitrate: Germany, 89 per cent; United States, 90 per cent; Great Britain, 75 per cent; France, 62 per cent; Japan, 11 per cent. Thus, from the fact that 90 per cent of the American nitrate imports, or over 190,000 tons a year, now comes from Chile, the effort of Chile to maintain this trade and the effort to Germany to obtain a much larger trade in competition with Chile are conducive to an interesting rivalry.

The present dependence of the United States upon Chile is shown by the fact that its importation of 193,920 tons from that country constitutes approximately 60 per cent of the United States' consumption, with by-product ammonia and fixed atmospheric nitrogen imports forming 9 per cent

of America's total consumption. Finally, the United States is faced by an actual present deficiency of 188,907 tons a year—a fearful cost impost upon agriculture and other peace activities and a fearful handicap for defense against aggression in war.

According to the most recent figures on the production of direct synthetic ammonia, the United States has eight plants, with capacity production of 30,300 tons a year, while the three plants of Germany can produce 402,500 tons in the same time, and even the four plants of Japan can turn out 44,500 tons a year.

So, in the study of the best and cheapest method for the production of nitrogen, some keen minds in America have turned to Louisiana and Texas, some experts advocating the use of natural gas in the fixation of nitrogen and others laying even greater stress on possible utilization of the tremendous lignite deposits in that area.

As one expert here expresses it: "The fixation of nitrogen is not a power, but a coal proposition. The cost is the cost of making hydrogen—by electrolysis, or from coal, of from methane in natural gas, which is the cheapest." The present abundance of natural gas in Louisiana and Texas thus is felt by some to make them the logical sites for nitrate production plants.

On the other hand, while also impressed by Louisiana and Texas, Dr. Charles W. Dabney says:

"The natural location for nitrate production is in Louisiana and Texas. A great deal of gas is found in that region at present, but the geologists are pretty well satisfied that it will not last indefinitely and that its days are numbered. But the great resource there is lignite, which is found in enormous beds, extending over a great area of country contiguous to the gas fields. There is a vast amount of lignite within from 100 to 150 feet of the surface. Some of it can be mined by stripping—all of it at a cost, by using modern machinery on a large scale, not exceeding 50 or 60 cents a ton. This lignite is the best and cheapest source of hydrogen that we know."

So, in view of the developing great demand for fertilizers in the West and the proximity to the new potash and phosphat supplies, this lignite and gas country is considered an ideal location for producing nitrate.

"The economics as to location and technical process at Muscle Shoals does not prove of interest to us," says the Allied Chemical and Dye Corporation, while others describe Muscle Shoals as "a fetish"—all of which is here recorded without comment, simply as incidental to the situation.

Further, it is interesting to note that while America, Germany and France are striving to devise cheaper methods for nitrogen fixation, and coincidently to increase the supply, they and Chile also have in mind the development of further uses in order to increase the demand. At present the fertilization of plain pasture land is of interest and experiments on that line are reported from England as showing that through pasturage fertilization 80 per cent of such grazing land may be diverted to other uses and herds of cattle be maintained with equal effect on 20 per cent of the land devoted to that purpose.

Similar reports also come from Germany, where investigation is said to have shown that the nutritive strength of pasture grass is confined to the first four or five inches of growth and that all excess over that figure is virtually without nourishing value. Further, it is understood that similar experiments are being made in the United States.

So the value of fertilizer for pasturage is to be proclaimed, and other sources of demand also will be sought and cultivated.

Just what the Allied Chemical and Dye Corporation plans to do at the proposed Hopewell plant cannot be learned from its officials. "We shall build the plant," is all that can be extracted from them at the office in this city. And yet—and yet, in other nitrate circles, doubt is expressed that this company will invest \$125,000,000 in that plant. Five million dollars is the estimate advanced among nitrate authorities, but the Allied Company holds its cards close to its chest.

Far less reticent is the Anglo-Chilean Consolidated Nitrate Corporation in regard to its achievements to date and its plans for the near future. Much depends, of course, on the decision by the Chilean Government as to possible material reduction of the present export duty of \$12.36 a ton, which this year will produce about \$16,000,000, as compared with \$26,500,000 in 1926 and an average of \$30,000,000 a year before the war. With this impost eliminated entirely, it appears, nitrate could be sold at approximately \$38 a ton f. o. b. Chile, while the tremendous improvements in the processes of the Anglo-Chilean concern might make it even cheaper, thus promoting, it is figured, a great impetus for the industry. At present, leaders in the industry are endeavoring to convince the Chilean Government that the income from heavier exports with low export duty will be greater than that from the present impost on a restricted production, and the Government is pondering this argument.

The improvements in the Anglo-Chilean processes start right in the field and are carried through every step in the movement of the material right into the hold of the ship. No longer do regiments of workers painfully bore blast holes with old drills and with pick and shovel break the great lumps into smaller sizes. Huge mechanical shovels sweep up the piles of caliche and load it into waiting cars, which dump it into crushers, as at a copper plant, and reduce it to three-quarter-inch size. From the crushers the material is conveyed by endless belts to eight leaching vats, these being made of concrete and holding 8000 metric tons each. Through these vats the solution percolates till it becomes saturated, after which it runs into the crystallizing plant and eventually finds its way through a refrigerating process.

In short, besides improvement in the more mechanical steps of mining and crushing, the Anglo-Chilean Corporation has introduced a process almost the exact antithesis of the old Shanks process—that is to say, a freezing process is substituted for the old boiling process, and ingenious devices have been introduced in the new process which contribute greatly to reduction of the operating cost. Through these improvements and refinements, it is said, a recovery of 94 per cent of the sodium nitrate is recorded from rock having an original 10 per cent nitrate content, in comparison with a recovery of only 55 per cent from 15 per cent rock under the discarded methods. Further, it is claimed by engineers that caliche lands containing as little as 6 per cent nitrate content now can be worked with profit.

The nitrate industry has come conspicuously to the forefront. It behooves Uncle Sam to speed up prodigiously, lest Germany and Chile leave him far in the rear.

Mississippi Sells \$500,000 of Bonds.

Jackson, Miss.—An issue of \$500,000 4½ per cent bonds has been sold by the Mississippi State Bond Commission to the Rapides Bank and Trust Company, Alexandria, La., at par and premium of \$8005.

Production of Aluminum in 1926.

The value of new aluminum produced in the United States during 1926 was \$36,583,000, an increase of less than half of 1 per cent as compared with 1925, according to a statement prepared by J. M. Hill of the Bureau of Mines. The South produces over one-half of the aluminum. Aluminum bronze powder as a paint pigment and aluminum foil were used in increasing amounts. Manufacture of aluminum furniture was further developed during 1926. The electrical industry continued to consume large quantities of the metal, but the automobile industry remained the largest consuming industry.

Imports ("general") of aluminum metal, scrap and alloy in 1926 increased over 72 per cent as compared with 1925, reaching a total of 74,878,767 pounds, valued at \$17,107,090, in 1926. Imports of plates, sheets and bars increased 24 per cent, amounting to 127,202 pounds, valued at \$36,776, in 1926. Hollow ware imports in 1926 totaled 215,265 pounds, valued at \$99,458. Total imports of aluminum in 1925 were valued at \$10,536,639, and in 1926 at \$17,502,435.

Exports of aluminum ingots, scrap and alloys in 1925 were 8,130,222 pounds, valued at \$1,835,213, but in 1926 were only 586,749 pounds, valued at \$137,980. Exports of plates, sheets, bars, etc., in 1926 were over 56 per cent greater than the quantity sent abroad in 1925, totaling 7,047,422 pounds, valued at \$1,997,107, but exports of tubes, moldings and castings decreased 41 per cent. Table and other manufactured ware exported declined 16 per cent in value, but other aluminum manufactures increased 29 per cent in value. The total exports of aluminum in 1925 were valued at \$6,057,071, and in 1926 at \$4,452,303.

An important event in the aluminum industry was the formation late in 1926 of a European Aluminum Cartel, composed of all the principal producers of Europe, including the French, English, German and Swiss makers of aluminum. While the Italian firms are not nominally in the cartel, the trade believes their movements will probably be more or less in accord with the cartel, for they are largely controlled by companies in the agreement. It is estimated that the cartel controls about 47 per cent of the total world producing capacity for a period of two years, the life of the present agreement. The prime object is said to be to develop markets and to attempt to lower prices so that consumption will increase.

World capacity to produce aluminum has been so greatly enlarged since the war that production has overrun consumption. There is little question, however, that with lower base price for the metal the markets could be greatly expanded.

Big Increase in Value of Exports From Virginia District.

Norfolk, Va., April 5—[Special.]—According to figures of the Department of Commerce, the value of exports of the customs district of Virginia, with headquarters at Norfolk, reached \$22,967,000 in January of this year, as compared with \$15,684,000 in January, 1926.

This was an increase of over 46 per cent. Such a percentage gain was not approached by any other major customs district in the country. The nation's exports in their entirety were about 6 per cent over those for January of last year. The gain of the North Atlantic ports as a whole down to and including Philadelphia was about 1½ per cent; that of the South Atlantic as a whole, from Baltimore to Porto Rico, inclusive, was more than 22 per cent, most of it in the Virginia section; the total gain of the Guif ports was about 7 per cent and the gain of the Pacific ports was about 11 per cent.

A Great Mineral Empire Disclosed in the Heart of an Agricultural and Lumber State.

By RICHARD WOODS EDMONDS.

An almost virgin field of immense mineral wealth was explored during the week of March 21 to 26, when a group of 18 or 20 guests at the Industrial Development Conference, held in Birmingham, traveled the entire length of the State of Mississippi, inspecting industrial developments and newly discovered mineral deposits along the line of the Gulf, Mobile and Northern Railroad. The party left Birmingham at night for Mobile, southern terminus of the Gulf, Mobile and Northern Railroad, and the next morning was spent in a boat ride around the harbor. The party saw the ample docking facilities of the port, including the large, modern concrete piers, part of the \$10,000,000 harbor improvements now under construction, and traversed the full length of the Industrial Canal, along which lie broad factory sites contiguous to rail and highways as well as to water transportation. The engineers, bankers and industrialists making up the party were profoundly impressed by the potentialities for future growth apparent in Mobile's location and advan-The party also drove out to the site of an oil-drilling operation in which the depth of 3700 feet had been reached. While oil had not been struck, all signs were con-

The party left Mobile on the Gulf, Mobile and Northern, and under the guidance of Dr. Henry Mace Payne, economic geologist of the road, spent a day at Laurel, Miss., where a diversity of industries surprised all present. Those who had not been through a large sawmill were deeply interested in the speed and certainty with which the elaborate mechanical equipment of the big Eastman, Gardiner & Co. plant handled everything from the largest logs to the chopped-up waste consumed as fuel. The feature of the plant that excited greatest interest was the completeness of utilization of all material. Conservation seemed to have been carried to the farthest limits.

The Mason Fibre Mill, an important industry of Laurel, is a unique plant, most of its machinery having been invented by Mr. Mason himself or by his engineers in order to handle his Mason fiber board. Still another unusual plant in the Laurel district is that of the Continental Rosin Company, where pine stumps, torn from cut-over fields for the purpose, are chipped and made to give up their contents of rosin, turpentine and oils.

Laurel, itself, made as deep an impression. With a population of 18,000, it has a library and art gallery worthy of a city several times its size. Its business section is astonishingly well built and prosperous looking; its residential sections are beautiful. Here is a town of towns, where a rich soil and a beneficent climate have been used by a people of rare industry and good taste to build a town of beautiful homes surrounded by trees, shrubs and luxuriant green lawns; where the energy displayed in building industries is matched by a keen appreciation of beauty and all the cultural aspects of life.

The next day found the party in Louisville, Miss., a town one-fourth the size of Laurel, around which lie, in all directions, fortunes in minerals that must surely, if properly developed, make of the little town a large and wealthy city. About Louisville Dame Nature scattered her valuable earths with great prodigality and remarkable diversity. One brick plant of considerable size is now turning out dark-red face brick of high grade; another larger plant was under construction, and by the time this is read it is probably in operation. The great Southern belt of high-grade kaolin and

fuller's earth, the latter superimposed upon the former, appears here in large deposits. A 54-inch vein of sub-bituminous coal, outcroping near the railroad and the brick plants, will, it is hoped, furnish fuel for both, though its thermal value is still in question and remains to be proved. However, a test run of a local freight using the local fuel has been ordered for an early date.

A deposit of a dark blue sllp clay, similar to that now being shipped long distances from New York State for use in making the dark brown glaze on jugs, churns and other pottery, is believed to have possibilities for considerable development. An immense deposit of a white sand, found by Dr. Payne's investigations to be a pure silica sand of excellent quality for glass manufacture, is revealed in what is locally called the Grand Canyon of Mississippi, or, more correctly, Higginbotham's Hollow, where wet-weather streams have cut a deep ravine into the material.

Coal, brick and slip clays, kaolin, sand and fuller's earth have been mentioned; but, in the opinion of Dr. Payne and his associates, by far the most valuable of all the minerals of the neighborhood is the large deposit of that rare and valuable and hitherto almost unknown refractory, bauKite (spelled with a capital "K" in the middle to "tell the world" it is not bauxite).

Since baukite has been described in an earlier issue of the Manufacturers Record, suffice it to say here that an annealing furnace in New York State which formerly had to be cooled, relined and reheated every eight days was, at the time of this trip, in its eighth week of a run on baukite lining, with no end in sight. Other plant tests, 43 in all, are being carried out on the material, and all are showing remarkably satisfactory results.

The semi-bituminous coal and the red clays used in brick making are located very near the line of the Gulf. Mobile and Northern Railroad; the other ceramic materials-the kaolin, the slip clay, the bauKite and the glass sand, as well as the fuller's earth, are all on or near a logging railroad. now graded and under construction by the Legan-McClure Lumber Company. It is not difficult, as one walks through the timber tracts covering the rich mineral deposits, to imagine those wooded hills covered by great factories running the complete gamut of ceramic manufacture, from building brick through super-refractory fire brick from bau-Kite to the finest of china from the kaolin and glass from the glass sand. It is easy to believe that the time will come when that logging road now being built by the Legan-Mc-Clure Lumber Company will be the main artery of a branching feeder system, making off from the Gulf, Mobile and Northern Railroad and serving humming industries with a double or a quadruple track.

The party next stopped at New Albany for breakfast as guests of the city and to see samples of novaculite, a carbonate of iron used in making whetstones, razor hones and red paint pigment. The train stopped next at Amory, the last stop of the trip.

In and around Amory interest centers in gas and oil exploration. Last October a 5,000,000-cubic-foot gas well was brought in, and since that time the gas from that well has been used in various power-consuming operations, including the other drilling efforts. Engineers consider the prospects good for the discovery of a great gas or oil field in that section of the State.

At Amory the party disbanded, the various guests taking

with them an astonishing mass of data on mineral wealth that has long lain visible to every passer-by in the cuts of roads or streams, yet has passed unrecognized until Dr. Fayne, acting as geologist for the railroad serving that territory, came upon it and told of its possibilities.

The complete list of guests for the whole or various parts of the trip is as follows: Governor Dennis Murphree; J. F. Callbreath, secretary, American Mining Congress; R. S. Hunt, Beaver Falls Art Tile Manufacturing Company; Richard Woods Edmonds, representative, Manufacturers Record, Baltimore; Henry S. Ives, vice-president, Casualty Information Clearing House, Chicago; L. J. Folse, general manager, Mississippi Development Board, Jackson, Miss.; Waldo Newcomer, chairman of the board of the Baltimore Trust Company, Baltimore, Md.; H. H. Wilhoit, industrial agent, Southern Railway, Washington; Barney Eaton, president, Mississippi Power Company; George H. Bailey, counsel, American Mining Congress, Washington: P. G. Jones, director of development, Mississippi Central Railroad, Hattiesburg; T. S. Jackson, secretary, Chamber of Commerce, Hattlesburg; J. E. Johnson, secretary, Kentucky Mine Owners' Association, Lexington, Ky.; E. P. Gueymard, Baton Rouge, La.; H. J. Bryson, Acting State Geologist, Raleigh, N. C.; F. M. Hicks; Dr. E. N. Lowe, State Geologist, Jackson, Miss.; R. B. Clark, banker, Tupelo, Miss.; I. B. Tigrett, president, Gulf, Mobile and Northern Railroad; P. E. O'Dell, vice-president, and general manager; Dr. Henry Mace Payne, secretary, Southern Division American Mining Congress, and geologist, Gulf, Mobile and Northern Railroad; G. M. White, general passenger agent; E. M. Jones, agricultural and industrial agent, Gulf. Mobile and Northern Railroad; R. E. DeNeefe, comptroller, Gulf, Mobile and Northern Railroad; Bobb Hall, editor Gulf, Mobile and Northern News.

Egypt's Cotton Acreage Restricted.

Acreage restriction and Government purchases of cotton are among measures adopted by the Egyptian Government to aid its cotton growers. This program, it is believed, will cause better crop rotation and will restrain speculation on the Egyptian markets, says a report received by the United States Department of Agriculture from the International Institute of Agriculture at Rome. It is estimated by reliable authorities that the acreage restriction law will reduce Egypt's cotton acreage by nearly 300,000 acres if rigidly enforced. In 1926 the country's cotton area was 1,854,000 acres, according to the final official estimate.

The restriction law was passed December 8, 1926, and provides that no farmer shall plant more than one-third of his tillable land in cotton. Violations of the law may cause punishments by fine, imprisonment, or both, and acreage planted in excess of the permitted amount may be uprooted at the farmer's expense. Crop diversification and less dependence on cotton are the main benefits expected from the restrictions. Extension irrigation canals and water-impounding schemes have largely prevented annual flooding, with its resulting deposit of fertile silt. As only a limited portion of the Nile Valley is now subject to floods, yields are consequently decreasing. It appears to have been necessary for Egypt to improve her cultural methods, and crop diversification is sought as a means to that end.

Experiments undertaken by the Egyptian Government indicate that a three-year rotation would increase the cotton yield by 20 pounds of lint per acre, and at the same time release more land and water for other crops. Besides acreage restriction and Government purchases of cotton, Egypt is also making loans to growers at less than open-market rates, prohibiting mixing of cotton varieties and requiring certification of seed as to purity and germination.

One Estimate of National Wealth.

The national wealth of the United States, as estimated by the National Industrial Conference Board, New York, in 1925 amounted to \$355,300,000,000. The census estimate of 1922 was \$320,800,000,000 and for 1912 the census estimate of the national wealth was \$186,300,000,000.

Stating the amounts for 1912 and 1925 in terms of 1913 dollar purchasing value so as to eliminate the difference in purchasing values of the dollar in the pre-war and post-war periods and to make the two figures comparable, the Conference Board places the national wealth in 1912 at \$188,000,000,000 and in 1925 at \$223,900,000,000 of 1913 purchasing value. The nominal increase in wealth of 90.7 per cent during the 13-year period thus becomes a real increase of 19.1 per cent, or nearly one-fifth.

The term "national wealth" as used in this estimate represents tangible, physical objects only, and, therefore, excludes credits and currency. It specifically includes land and the structures and other improvements thereon, the equipment of industrial enterprises and farms, livestock, railroad and public-utility land and equipment, personal property, motor and other vehicles, and gold and silver coin and bullion. Of all of these, real property, that is, land and improvements, constitutes more than half, or \$172,700,000,000 worth. Approximately three-fourths of the total wealth of the nation is in the nature of fixed assets, devoted to use as dwellings or to industrial and transportation enterprises.

Of the \$172,700,000,000 in land and improvements, about \$22,700,000,000 worth is tax-exempt property, including the land, buildings and public works of the Federal, State and local governments, municipal enterprises and the land and improvements belonging to religious, charitable, educational organizations and other property exempted by State laws.

Railroads and public utilities, according to the Conference Board's estimate, represent a total investment of \$39,200,000,000 of physical property. Of this total value, land represents only 13.3 per cent, or \$5,200,000,000; improvements, 56.4 per cent, or \$22,200,000,000, and equipment 30.3 per cent, or \$11,800,000,000.

The total value of the equipment of farms, including live-stock, and of factories is placed at \$26,800,000,000, lands and buildings belonging to them being included under the general national asset of land and improvements. All merchandise and industrial products on hand were valued at \$40,000,000,000. Personal property, consisting of such objects as furniture, clothing, jewelry and the like, amounted to \$44,100,000,000, or more than the physical value of all our railroads and public utilities and considerably more than the entire equipment of all the farms and factories.

Automobiles 'are classed with gold and silver coin and bullion as "miscellaneous." But the total value represented by our entire stock of gold and silver bullion and coins plus all the nation's automobiles, numbering nearly 20,000,000, in 1925 together make up by far the smallest item, a total of \$9,800,000,000, or less than 2.75 per cent of our total national wealth.

Railway Plans Office Building.

Discussing plans for the construction of a general office building at Amarillo, Texas, for the Panhandle and Santa Fe Railway Company, M. C. Blanchard of Amarillo, chief engineer of the company, advises the Manufacturers Record that studies on floor plans are now being made and that details will probably be ready within the next six weeks or two months to submit to E. A. Harrison of Chicago, architect for the system. It is stated that the company has acquired a site, 90 by 140 feet, and that the cost of the building will approximate \$750,000.

\$85,000,000 Construction Projects on Ohio River.

\$7,500,000 HYDRO-ELECTRIC PLANT WELL UNDER WAY AND BIG STEAM PLANT TO BE BUILT AT LOUISVILLE GIVING CITY IMPORTANT POSITION IN SUPER-POWER SYSTEM OF MIDDLE WEST AND SOUTH—GOOD PROGRESS REPORTED ON CANALIZATION PROGRAM.

By R. MONTGOMERY, Louisville.

As canalization and hydro-electrification projects on the Ohio River rapidly near completion, economists and trade analysts see more clearly the very impetus needed to encourage further progress in the development of the South from the industrial as well as from the transportation standpoint.

As a hint of what they see for the future, they point to the gradual moving south and westward of the center of population of the United States. That center now is but 80 miles north of Louisville, where the two great projects—canalization and hydro-electrification—converge.

The Government is expending more than \$3,500,000 as a part of its general \$85,000,000 project to make the river navigable throughout the year. The Louisville Gas and Electric Company is expending \$7,500,000 for construction of the world's eighth largest hydro-power plant. Both programs are being conducted by the Byllesby Engineering and Management Corporation of Chicago, acting for the Louisville Gas and Electric Company. The corporation was awarded the dam contract on a bid of \$2,056,000. In addition to this cost, the Government is expending \$1,000,000 more on alterations to the canal and locks. Construction of the dam was undertaken after the Government decided it was more feasible to replace the present dam at Louisville than build a new one at Madison, Ind., as had been proposed originally under the plan to make the year-round stage of the river nine instead of six feet.

The dam is L-shaped, 8650 feet long, with a Chanoine pass to permit boats through in time of high water and a Boule dam to control the flow of water. Passage of the Federal Power Act about the time it was decided to rebuild the dam made it possible to co-ordinate the plan and location of it for the service of both navigation and hydro-electric development.

Under these conditions the Louisville Gas and Electric Company determined to begin the hydro-electrification project dreamed of for many years. Development, therefore, had been discouraged by the almost imperceptible slope of the river and the lack of sufficient waterfall. Louisville was the only place on the river at which the slope handicap was overcome by a concentrated fall of 25¼ feet in three miles. Therefore, when a head of 37 feet was made possible by raising the height of the dam 9 feet conditions for an economical development seemed satisfied. Work on both projects was started in the fall of 1925 and has been pushed as rapidly as the varying stages of the river would permit. Completion is expected by the end of this year.

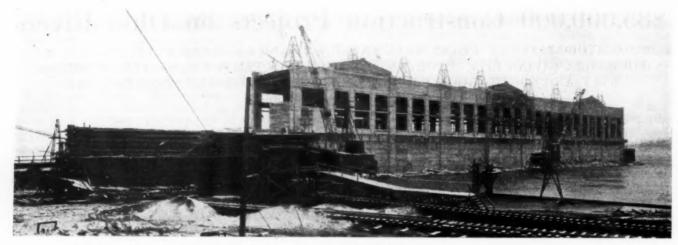
The power-house is constructed as a part of the dam on the Kentucky side, extending from the shore to Corn Island. It is 534 feet long, 74 feet wide, and will have eight units installed, each of 13,500 horsepower, making a total of 108,000 horsepower. Provision has been made for installing two more units later, making the ultimate capacity 135,000 horsepower. The building has been completed and the installation of equipment is under way.

The Louisville Gas and Electric Company will pay an annual rental to the Government for the use of power developed through construction of the dam. A yearly output of 400,000,000 kilowatt-hours is expected. Distribution will be handled by the Louisville Gas and Electric Company and transmission lines will connect the Ohio Falls plant with the company's 125,000-horsepower steam station. To meet the probable electrical needs of Louisville and surrounding territory by 1929, plans have been made for the erection of a steam plant with an ultimate capacity of 250,000 horsepower adjacent to the hydro plant.

The combined hydro-electric and steam-power developments will enhance Louisville's already important position in the interconnected or "superpower" system of the Middle West and South. The transmission system of the Louisville Gas and Electric Company is at present connected with large transmission networks in Kentucky and Indiana, and the natural and transportation advantages of the city make



AIRPLANE VIEW OF FALLS OF OHIO AND LOUISVILLE SHOWING LOCATION OF HYDRO-PLANT AND DAM.



PRESENT STAGE OF CONSTRUCTION OF LARGE HYDRO-ELECTRIC PLANT AT THE FALLS OF THE OHIO.

it a dominant electrical power production site for a great area extending in all directions.

Similar progress has been made on the canalization program. There are 50 dams in the project. Thirty-eight between Louisville and Pittsburgh have been completed. Three of the remaining 12 are in operation. The Louisville dam and four others in the lower river will be completed by the end of this year. Two will be in operation by the end of 1928 and two will be completed in 1929.

Success for this project has been assured by results now in evidence. The value of the program to shippers was shown forcefully by Assistant Secretary of War Davis when he announced that in 1924 shippers saved over what they would have had to pay for rail transportation \$2,200,000 by making use of the river. In 1926, three years before the completion of the program, this saving was trebled, reaching \$6,600,000. Figures, both for 1924 and 1926, were based on freight movements on the Ohio alone and disregarded considerable traffic made possible on the Ohio,'s tributaries. In 1924 the river was open for year-round navigation for only about half its length, and the unimproved section was that which connected with the Mississippi.

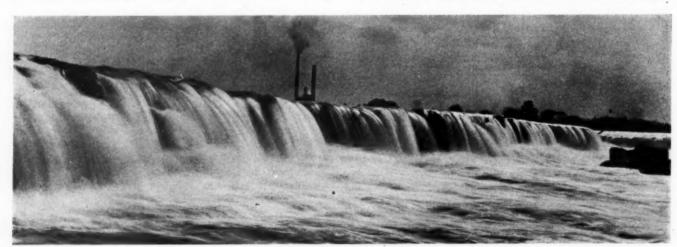
By the time the program is completed barge lines now operating on the river will be counted in scores. Some of them will be owned and operated directly by large shippers, while others will be common carriers, hauling freight for any firm desiring the service. One of the most recent to join the list, headed by the Barrett interests, the Carnegie Steel Company and the Jones and Laughlin Steel Corporation, engaged in the operation of barge lines, is the Standard Sanitary Manufacturing Company. This firm effected a huge

saving from the start in using the river for moving steel and pipe between its plants at Pittsburgh and Louisville.

A recent report of Government engineers in charge of the river districts at Pittsburgh, Huntington, Cincinnati and Louisville states that the total tonnage between Louisville and Pittsburgh in 1926 was 19,159,788, as compared with 15,737,015 tons in 1925, an increase of 22 per cent. The increase in the Louisville district alone was 37 per cent.

The industrial growth of Louisville and the Ohio Valley is certain to spread to States farther south. Just as the Mississippi has been an outlet to the North and West, so the navigable Ohio will be a thoroughfare to the East. Differentials in rail rates will be overcome and industries in the South, economically operated with cheap, plentiful, steady labor, will be able to compete with those of any other section. Especially does the South offer a place for the development of industries intended to supply the needs of the rapidly growing market in Central and South America. The hope and encouragement to be derived by the South from these transportation facilities is equaled by expectations from the development of hydro-power, which is the magic word in industry today. It attracts and holds interest and usually means cheap power.

The change which Louisville has undergone can be considered, and what Louisville has done and is doing can be accomplished throughout the South. In this accomplishment lies the future of the new South. In 1920 Louisville was a city of 234,891 population, rapidly recovering from the effects of war and post-war days. Development previously had been gradual and of a sort that came despite the lack of, rather than because of, the efforts of the citizens them-



VIEW OF THE FALLS OF THE OHIO.

selves. From 1920, however, growth was exhilarated, and citizens and organizations became conscious of what they had to offer to industry and commerce. The population jumped to 325,000, an increase of 38 per cent, phenomenal for an inland city. In the last 10 years 238 new industries have located in the city, giving Louisville a total of more than 800 factories, extremely well diversified.

The new industries had a capitalization of \$20,551,450, annual payroll of \$7,741,352 and employes numbering 7693. In the same period the city's established industries increased their capitalization by \$32,790,900, improved their factories to an extent of \$23,635,784, increased their annual payroll by \$12,996,659 and added 12,764 employes. The manufactured output amounts to \$350,000,000 annually through the employment of 62,227 operatives.

With this growth as a basis and with water transportation and hydro-power added to its many other advantages, Louisville has set about to double this development in the next five years. A goal of 500,000 population has been set.

Rich in natural resources, raw materials, climate, rail transportation, proximity to the center of population and commercial advantages, soon to be augmented by an abundance of cheap power and water transportation from the Lakes to the Gulf, Louisville has gone forth to ask industries to come and join the many which already have found prosperity at the Falls of the Ohio.

The invitation is being extended in the form of a nationwide advertising campaign in metropolitan newspapers and trade journals and through the issuance of a booklet by the Louisville Industrial Foundation. In addition, the Foundation has employed one man and the Louisville Gas and Electric Company two to devote all of their time to visiting prospects. The "go-gettng" spirit is paramount in Louisville, as it is throughout the South.



TOW WITH 11 BARGES OF STEEL AND PIPE ENTERING UPPER END OF PORTLAND LOCK AT LOUISVILLE.

Preliminary Work Under Way on \$20,000,000 Hydro-Electric Project in South Carolina.

After several weeks of preliminary work engineers of the Lexington Water-Power Company have located a suitable rock quarry at a point practically adjacent to the dam site of the Saluda River hydro-electric project at Dreher Shoals, according to an announcement issued last week by officials of the company. Preliminary details of the \$20,000,000 project were published in the Manufacturers Record of March 3.

In the use of rock for concrete purposes alone approximately 84,000 cubic yards will be needed on the hydro-electric project, officials of the company declare.

It is believed that the rock obtainable from this quarry will be sufficient to cover the requirements of both concrete work and other construction involving its use.

During the course of several weeks employes of the Lexington Water-Power Company have drilled 630 rock exploration holes in the area immediately adjacent to the dam site. The average depth of these holes is about 20 feet. The combined depth of the 630 rock-drilled holes already bored total approximately 12,500 feet, or almost two and one-half miles. The holes have been drilled to determine the depth of the soil above the rock formation.

Other preliminary work, subsequent to actual construction activities on the Dreher Shoals project, is still under way. Engineers are in the field and plans for the \$20,000,000 hydroelectric development are being prepared.

Last week about 65 men were engaged in clearing land and

grubbing along the site of the dam. Approximately 30 acres have already been cleared.

At the present time lumber to be used in construction work is being cut and piled in the vicinity of the dam.

New Wood-Alcohol Plant in West Virginia Operating.

The first American manufacture of synthetic methanol, or chemically pure wood alcohol, is under way on a commercial scale at Belle, near Charleston, W. Va., where a plant is being operated by Lazote, Inc., affiliated with the Du Pont interests, according to an announcement by the company. It is said that two years of intensive research and experimental work have resulted in the development of an entirely new process, radically different from and an improvement over foreign processes.

Methanol is chemically the same as wood alcohol, but is a chemically pure product more readily available for use as a solvent and in the various manufacturing industries which require it. Dyestuffs, lacquers, celluloid, Bakelite and other synthetic resins use it in large quantities, the American demand alone being about 6,000,000 gallons a year.

The new plant, operated in conjunction with Lazote's synthetic ammonia manufacture, produces methanol from carbon dioxide and hydrogen under enormous pressures and at high temperatures. The commercial units now in production were built after an experimental plant had been operated satisfactorily for six months. The operations have been so successful that plans have been drawn to allow for plant expansion sufficient to meet the entire American demand for the product.

Rapid Growth of Texas Cities Strikingly Illustrated by



The great cities of Texas are modern giants of commercial enterprise and progress. The above panoramic view of San Antonio's business area hardly gives one a complete idea of all of the great buildings there, nor is it possible to convey in a photograph of this kind the hurrying throngs and crowded streets which mark the activity going on. This picture was evidently taken from a skyscraper which doesn't show, and back of that there are others which had to be omitted.

San Antonio has a population at present of 230,000 to 250,000. Long thought of as a tourist resort because of its marvelous climate, perhaps in the minds of some a far-away city near the border line of Mexico with palm trees and a sleepy atmosphere, it is, on the contrary, one of the most modern cities in America

Development of New Town in Texas.

Details regarding the development of the new town of Elsa, on the Rio Grande Valley extension of the Southern Pacific Railroad, near Mercedes, Texas, are presented in a letter to the Manufacturers Record from the Elsa Townsite Company of Mercedes. The railroad is now building vegetable and citrus packing sheds and a freight and passenger depot, the latter of Spanish architecture.

To carry out the same idea, the Elsa Townsite Company is having plans prepared for a bank building and postoffice of Spanish design and will submit sketches on other property in the same block, so that buildings of uniform architecture may be erected. The same idea will be presented to lot owners in other blocks. The company has engaged Maj. E. A. Wood of Dallas as city planning engineer, who has executed a plat of the townsite which has been accepted by the company. The town was opened to public sale on March 2.

Louisville and Nashville Railroad's Coal-Handling Facilities at Pensacola.

Describing in detail the coal-handling machinery to be installed at Pensacola, Fla., by the Louisville and Nashville Railroad Company, at a cost of \$350,000, as reported last week in the Manufacturers Record, W. H. Courtenay, chief engineer of the company, Louisville, Ky., advises that there will be two gravity discharge elevators, each with a capacity of 300 tons per hour, supported on steel towers 110 feet above the wharf level, the elevators to be fed by apron feeders. Coal cars will be switched to elevating mechanism over a track 26 feet above the wharf level and will be discharged by a rotary dumper into a steel hopper, from which the coal will be taken by apron feeders and fed to the gravity discharge elevators. The latter will deliver coal into telescopic chutes, adjustable to a height of 46 feet, for supplying vessels with either bunker or cargo coal.

\$500,000 Church for Tuscaloosa.

Rev. W. L. Spearman, pastor of the Brandon Memorial Methodist Church, Tuscaloosa, Ala., wires the Manufacturers Record that his church plans to erect a \$500,000 building on the campus of the University of Alabama, to occupy a site 200 by 200 feet. The structure will consist of two units—an educational building and auditorium—the former to be erected at first. This will be sufficiently large to care for all student activities and Sunday-school work. H. M. King of the architectural department of the Board of Church Extension of the Methodist Episcopal Church South, Louisville, Ky., is the architect.

Contract for \$800,000 Hotel.

General contract has been awarded to the V. L. Nicholson Company, Knoxville, Tenn., for the erection of the proposed Sam Davis Hotel at Nashville, Tenn., for the Pritchett-Thomas Company of that city, according to advices to the Manufacturers Record from the Nicholson Company. Contract for plumbing and heating was awarded to J. M. Gallagher of Nashville. The structure will be 12 stories high and will cost approximately \$800,000, it is stated. Marr & Holman of Nashville are the architects.

Sells \$375,000 of Bonds to Complete Gas Plant.

Fort Lauderdale, Fla.—A bond issue of \$375,000 was sold by the Fort Lauderdale Florida Gas Company for the completion of its plant and for laying 19 miles of pipe. Gasmaking machinery will be installed at once by the Steere Engineering Company of Detroit. The plant, with a daily capacity of 850,000 cubic feet, is expected to be ready for operation within six weeks. Officers of the company include C. E. Starr, president; H. H. Taylor, Miami, vice-president, and C. E. Glasser, treasurer.

Recent Panoramic View of San Antonio's Sky Line.



today. It has splendid hotels and boulevards and parks, streets that teem with automobiles and hurrying crowds. There are over 1000 manufacturing plants contributing to San Antonio's prosperity. It is a distributing center for a great area. It has cheap power through electrical current and natural gas. It boasts of the fact that it has never had a boom, but its progress has been constantly forward and is based upon superior natural advantages.

There are more than 2000 residences under construction in San Antonio at the present time. Its Chamber of Commerce has employed men of the highest type to handle its manifold operations and it is one of the best functioning organizations of the kind in the country.

Alabama Power Company Engages in Constructive Advertising.

Birmingham, Ala., April 4—[Special.]—A nation-wide advertising campaign of Alabama's resources has been inaugurated by the Alabama Power Company in co-operation with Gulf Electric Company, a companion organization. Thomas W. Martin is president of the Alabama Power Company.

Four of the country's large newspapers—the New York Times, the Chicago Tribune, the Boston Transcript and the Philadelphia Ledger—are scheduled, in addition to such national trade and financial publications as Forbes Magazine, Textile World, American Wool and Cotton Reporter, Chemical and Metallurgical Engineering, Furniture Manufacturer, Paper Trade Journal, Brick and Clay Record, Iron Age, Manufacturers Record, Industrial Index, Dixie Manufacturer and other periodicals reaching the executives of specialized industries.

Copy for the new campaign ranges in size from 30 to 90 inches in the newspapers and pages and half-pages in the trade journals, and is described as the most attractive ever used in the Alabama Power Company's national advertising, the announcement states.

"We have found the use of 'printer's ink,' backed by personal solicitation, the best method of getting the story of Alabama's resources and opportunities to investors and prospective manufacturers," Mr. Martin said, "and we believe that the addition of four large daily newspapers and a number of financial and trade publications will lend added impetus to Alabama's industrial development."

The advertising campaign has as its background several years of research by Alabama Power Company engineers into manufacturing and marketing conditions throughout the State. Commenting on the company's development campaign, President Martin stated:

"The interests of Alabama Power Company and of the

people of every community served are mutual. Benefits to them also accrue to us. It is in recognition of this common interest that we are endeavoring to attract industrial establishments to Alabama.

"But, while we are showing our faith in the future of our State by leading the way in bullding power dams and carrying hydro-electric power service to cities and towns throughout the State, and are supporting this by an extensive industrial development program, the success of these efforts depends largely upon the active co-operation accorded them by the officials, civic organizations and people of the various communities.

"In extending our power lines to the smaller communities of the State we are giving to them the same opportunity to grow as the larger cities already served. The natural advantages of these larger cities will result in their becoming industrial centers with but reasonable civic effort. But the less-favored communities must put forth increased civic effort if they are to share proportionately in the State's development. For the best interest of the State and of industry itself we need diversity in the location as well as in the character of our industrial enterprises. When each community has an industrial payroll to be spent with the merchants and farmers of that section, its prosperity and that of the surrounding agricultural section will be assured, and the problem of distribution of agricultural products will be solved."

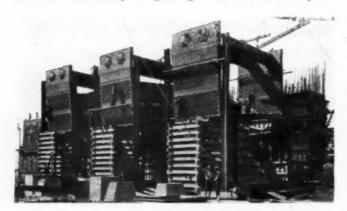
Plans 150 Homes to Cost \$450,000.

Plainview, Texas.—A residential development to embrace 36 acres of land and involve the erection of 150 brick veneer dwellings to cost \$450,000 has been undertaken by the N. R. Northcutt Lumber Company of this city. Property surveys have been finished and streets graded. Architectural and building details will be handled by the owners.

\$5,000,000 Cement Plant at Tampa Under Way.

Work is proceeding rapidly on the construction of the \$5,000,000 plant of the Florida Portland Cement Company at Tampa, Fla. Approximately 70 per cent of the concrete work has been completed. Three kilns, 11 by 175 feet, and coolers have been installed. The machine shop is complete and in operation. The three grinding units in the raw-grinding department and four units in the finish-grinding department have been installed. Clay washing machinery has been put in place, as well as the Dorr thickener. The waste-heat boilers of the Edgemoor Iron Company have been installed and the brick work is about complete. The steel work for the boiler and power-house is finished, and the erection of the steel for the main storage building has begun. Construction of the concrete storage silos and stack will be completed at an early date.

The mill will go into production the latter part of the summer. Practically all grading work has been completed



WASTE HEAT BOILER INSTALLATION.

on the five-mile railroad north of Brooksville, connecting the property and the Seaboard Air Line Railway, and about one-half of the steel is in place. Clearing of the quarry site is practically finished, and the opening of the quarry will be begun at an early date.

One of the most important construction jobs in connection with the new plant is the building of the 1300-foot dock at which ocean-going ships can unload raw materials or load finished cement for coastwise and foreign shipment.

The several units of the plant cover compactly an area extending 800 feet along the 1300-foot dock and running back 800 feet. The main storage building will be 800 feet long and 82 feet wide. In different sections of this structure will be kept the rock, clay and gypsum used in making cement-clinker that represents the half-finished product and coal for the kilns. The floor of this building will be 27 inches thick,

of heavily reinforced concrete, supported on piles. The concrete walls will be 20 feet high. The steel building will be built to carry a traveling crane with a three-yard bucket. Behind the storage house the foundations have been completed for the different mills to crush and pulverize the rock. Cars will come into the plant on five different spurs and will be dumped at the rate of 20 an hour. A revolving car dumper is being installed to facilitate handling the raw materials.

The plant is being built to use the so-called wet process of manufacture, and will have a capacity of 1,500,000 barrels annually, or approximately 20,000 sacks daily.

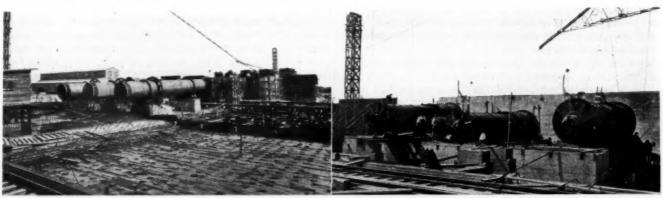
It is said that the raw materials are especially adaptable to a high-grade product. A carload of the raw materials was burned in one of the plants of the Consolidated Cement Corporation, and it was found that a cement could be obtained of approximately 50 per cent greater tensile strength than that required by the American Society for Testing Materials, say the promoters. The raw-material deposits of the company are located about 40 miles north of Tampa and will be served by the Tampa-Northern Railroad, a subsidiary of the Seaboard Air Line Railway.

The Cowham Engineering Company of Chicago designed the plant and is doing the construction work. John L. Senior of Chicago is president of the Florida Portland Cement Company, and many men prominent in Southern commerce and industry are associated with him in financing the plant.

Firms furnishing machinery and equipment include: Edgemoor Iron Company, Edgemoor, N. J., waste heat boilers; Allis-Chalmers Manufacturing Company, Milwaukee, Wis., turbines, generating equipment, kilns, coolers, crushing equipment, grinding equipment and motors; Wellman-Seaver-Morgan Company, Cleveland, Ohio, tipple car-dumping equipment; American Machine Shop Equipment Company, Cincinnati, Ohio, machine-shop equipment; Marion Shovel Company, Marion, Ohio, steam shovel.

\$1,000,000 Resort Hotel for Southern Pines.

Plans have been prepared by G. Murray Nelson, Raleigh, N. C., for a resort hotel near Southern Pines to be erected, it is said, by the Aberdeen-Southern Pines Syndicate, of which A. M. Steinberg of Southern Pines is president. It is to be known as the Montevideo Park Hotel and will contain 240 rooms. The project will embrace a clubhouse, enclosed bathing pavilion, boathouse, 18-hole golf course and 1800 residence lots. The buildings will be fireproof and operations will probably start within 60 days. It is stated that 40 per cent of the building lots have already been sold, for the most part to Northern interests.



Left—CONSTRUCTING KILN PIERS AND BOILER HOUSE FOUNDATION AND PILING IN PLACE FOR STORAGE BUILDING.

Right—INSTALLING COMPARTMENT RAW-GRINDING MILLS.

\$500,000 Improvements at Chattanooga Cement Plant.

More than \$500,000 in improvements were completed early last year at the plant of the Signal Mountain Portland Cement Company, Chattanooga, Tenn. The installation of a new rotary kiln, 11 by 175 feet, has increased its annual capacity from 1,000,000 to 1,500,000 barrels. A new rotary cooler, 8 by 70 feet, has also been installed. Both the raw and finish departments were increased by the installation of two new Allis-Chalmers compeb mills in each department. These mills are 7 feet in diameter and 36 feet in length and are operated by 500-horsepower synchronous motors. One No. 6 Williams mill was also installed in the crushing department. This mill is served by a new 60-foot rock elevator from the primary crusher.

Recent improvements included the extension of the main storage building 100 feet in length, increasing the capacity of the raw-material storage by 15 per cent. A new set of six silos for cement storage, equipped with a Fuller-Kinyon system for conveying the finished cement, has been constructed, increasing the storage capacity by 100,000 barrels.

Extensive developments were also conducted in the quarry and new cars and equipment added. Other improvements include a new office building at the plant site, garage, oil and motor-repair storage.

These improvements were made by the Cowham Engineering Company of Chicago.



AERIAL VIEW OF ENLARGED PLANT OF SIGNAL MOUNTAIN PORTLAND CEMENT COMPANY, CHATTANOOGA. ANNUAL CAPACITY 1,500,000 BARRELS.

Texas Onion Growers Alarmed Over Prospect of Heavy Onion Imports.

Laredo, Texas, April 4—[Special.]—With the opening of the season's movement of Bermuda onions to market from the growing districts of South Texas, alarm is felt by interested persons over the announcement by Joseph Rosenblum, president of the American Onion Growers Association, that Egypt, Spain, Italy and the Canary Islands are preparing to flood the markets of the United States with onions. Steps have been taken to restrict onion shipments of Texas so as to prevent markets from being glutted.

Co-operating with the South Texas growers, the San Antonio Chamber of Commerce, through its manager, Porter A. Whaley, has called on the California producers to join in an effort already undertaken by the San Antonio chamber to influence the Tariff Commission and President Coolidge to place an additional 50 per cent import duty on onions.

Egypt, with an annual production of more than 26,000,000 bushels, has been exporting approximately 7 per cent of her crop to the United States. With two ships soon to dock with partial cargoes, two others are reported en route to the United States.

These will arrive just as the South Texas movement is getting well under way and are expected to materially affect the market centers of the East. The President Monroe will dock in Boston April 10 with 14,000 bushels. The bulk of

these will be transshipped to New York city. The Blue Triangle will dock the same day with 47,900 bushels for Boston and 32,000 bushels for New York city.

American Dairy Federation Meeting.

Secretary of Agriculture William M. Jardine will welcome a gathering of the representatives of every branch of the dairy industry to Washington on Tuesday, April 26, when the American Dairy Federation meets there. A two-day visit will be made to the Department of Agriculture, a number of bureaus of which are doing work of interest to the industry.

The purpose of the American Dairy Federation in arranging this trip is to familiarize the men and women in the industry with the activities of the department, among which are the improvement of methods of breeding and feeding dairy cattle, the handling of raw products, both for fluid consumption and preparatory to the manufacture of butter, cheese and other manufactured products; the perfection of manufacturing processes; the development of new products, and the improvement of machinery, equipment, sanitation, and of testing, measuring and efficiency methods.

Another purpose of the gathering is to assist the heads of bureaus and divisions in the department and the members of their staffs, through new contacts with the men and women actually engaged in the industry.

17,910,258 Bales of Cotton Ginned From 1926 Crop.

Cotton ginnings, as reported recently by the Census Bureau, indicate that the Government's December estimate of a production of 18,618,000 bales of cotton for the 1926 crop was too high, as has been the contention of many persons. Nevertheless, the official ginning report shows that the crop in 1926 was over 1,500,000 bales greater than any crop ever produced in the United States. The quantity of cotton ginned the past season was 17,687,607 running bales, including round bales as half-bales, as compared with 16,122,516 running bales ginned in 1925. The average gross weight of the bales ginned in 1926 was 506.3 pounds.

In equivalent 500-pound bales the lint cotton ginned in 1926 amounted to 17,910,258 bales, compared with 16,103,679 bales in 1925. More than 17,570,000 bales of 500 pounds each were ginned in the Southern States in 1926, compared with about 15,780,000 bales ginned in the South in 1925.

The estimated world's production of commercial cotton, exclusive of linters, grown in 1925, as reported by the Department of Commerce, was 26,618,000 bales of 478 pounds lint. The consumption of cotton (exclusive of linters in the United States) for the year ending July 31, 1926, was approximately 23,940,000 bales of 478 pounds lint.

CENSUS COTTON GINNING.

		of linters).	Operating ginneries.
States	1925	1926	1926
Alabama	1,356,719	1,497,197	1,351
Arkansas	1,604.628	1,545,659	1.332
Florida	38,182	31,952	67
Georgia	1,163,885	1,493,061	1,676
Louisiana	910,468	828,020	* 789
Mississippi	1,990,537	1,883,932	1.476
Missouri	294.262	218,152	156
North Carolina	1,101,799	1,204,496	1,576
Oklahoma	1,691,000	1,759,895	1,047
South Carolina	888,666	997,131	1.646
Tennessee	517,276	450.520	474
Texas	4,165,374	5,609,301	3,819
Virginia	52,535	50,545	145
Total 1	5,775,331	17,569,881	15,554
United States*1		*17,910,258	15,749

*Includes small quantity of cotton grown in Kentucky and not listed in the South's total.

Eastern Virginia Concern Chartered.

Salisbury, Md.—The Eastern Shore Gas and Electric Company of Virginia, a subsidiary of the Eastern Shore Gas and Electric Company, with offices at Salisbury, has been granted a charter in Virginia, with an authorized capital

stock of from 10 to 7500 shares of common stock and \$250,000 of preferred stock. F. W. McClure of Philadelphia is secretary of the company. During 1926 the Eastern Shore Gas and Electric Company acquired a number of lighting plants in Delaware and one at Cape Charles, Va.

New Interests Purchase Chemical Plant.

The United States Export Chemical Company of Tampa, Fla., wires the Manufacturers Record that the United States Phosphate Products Corporation, owned by the Tennessee Copper and Chemical Corporation, New York, and the Chemical Construction Company, Charlotte, N. C., has taken over its plant at East Tampa. The purchase price is reported as \$640,000, and it is understood that the transfer will only involve the plant and factory site. Land holdings of the export company at Plant City will not be affected by the deal.

It is announced that the new owners plan the erection of another plant for the manufacture of acid phosphate in addition to the present product, triple super-phosphate, and that work will be started at once. The installation of machinery will soon be under way, it is said, with a view to having the plant in full production by July 1.

\$300,000 Addition to Washington Garage.

Construction is under way on a four-story, reinforced concrete addition to the Emerson & Orme garage, Washington, D. C., estimated to cost \$300,000. On the first floor will be a gas station, accessory shop and showroom. The entire second floor of this unit and the present building, totaling 31,000 square feet, will be devoted to a service and repair department. The upper floors will be used solely for storage. The structure will be faced with gray brick.

The general contract was awarded to Charles H. Tompkins Company. Sub-contracts awarded include the following: Brickwork, T. B. Greenstreet; structural steel and erection, Alexandria Iron Works; sheet metal, Daly Brothers; roofing, Warren-Ehret Company; slate, National Mosaic Company; painting, S. A. Singman & Co.; glazing, Hugh Reilly Company; plumbing, W. L. Gary Company; heating, Hall & Smith; electric work, Delta Electric Company; finished hardware, Forrest Thompson, Inc.; millwork, Montague Manufacing Company; ornamental iron, Alexandria Iron Works; steel sash, Standard Steel Window Company, and fireproof doors, Lawton-Stephens Company.

The contractor and sub-contractors are Washington firms.



FOUR-STORY ADDITION TO EMERSON & ORME GARAGE BUILDING, WASHINGTON, D. C.

GASOLINE TAX YIELDED \$187,603,000 IN 1926.

Nearly 43 Per Cent of the Collections Was in the South.

Gasoline taxes yielded a net revenue of \$187,603,231 in 1926, according to the Bureau of Public Roads of the United States Department of Agriculture from the various States. A tax was imposed in all but four States at rates ranging from 1 to 5 cents per gallon, the average rate being 2.38 cents. The tax collections indicate that nearly 8,000,000,000 gallons were consumed in the States imposing the tax and it is estimated that nearly 2,000,000 gallons were used in the four States in which no tax was imposed. In 1925 the State gasoline tax collections of the country amounted to \$146,028,-940.

The revenue from the tax was allocated as follows: \$129,-441,520 for State highways, \$43,609,479 for county and local roads, \$5,238,269 for payments on road bonds and \$9,313,363 for miscellaneous purposes.

Fewer changes were made in the rate of tax than in other recent years. In Kentucky the rate was increased from 3 to 5 cents, in Mississippi from 3 to 4 cents, in North Dakota from 1 to 2 cents and in Virginia from 3 to 4½ cents. Other increases which became effective after the close of the year were an increase in Alabama from 2 to 4 cents and in Montana from 2 to 3 cents.

STATE GASOLIN	E TAX.	
	Net tax	Tax rate.
States	receipts	cents
	\$2,558,651	*2
Alabama	978,264	3
Arizona	3,585,304	4
Arkansas	16.502.123	
California	2.091.749	5
Colorado	2,689,372	9
Connecticut	390.414	2 2 2 2
Florida	11.431.486	4
Georgia	5.653.140	31/2
Idaho	1.122.217	3 /2
Illinois	1,100,010	
Indiana	8,971,741	.3
Iowa	4.842.427	2
Kansas	4.303.388	2 2 5 2 3
Kentucky	4.935.078	5
Louisiana	2,708,567	. 2
Maine	1.823.346	3
Maryland	2.293.854	2
Massachusetts	2,200,001	
Michigan	10,081,776	22 4 22 4 22 4 22 4
Minnesota	4.804.688	2
Mississippi	4.088,200	4
Missouri	5,661,145	2
Montana	870,712	†2
Nebraska	3,039,927	2
Nevada	405,818	4
New Hampshire	768,582	2
New Jersey		
New Mexico	762,851	3
New York		
North Carolina	7.786,473	4 2 2 3
North Dakota	988,493	2
Ohio	13,257,266	2
Oklahoma	6,212,409	3
Oregon	3,333,829	3
Pennsylvania	11,781,782	3 2 1
Rhode Island	511 896	
South Carolina	4,496.968	5
South Dakota	1,924,758	3
Tennessee	3,832,524	. 3
Texas	5,226,886	1
Utah	1,258,009	3 1/2
Vermont	553,093	2
Virginia	5,855.670	4 1/2
Washington	3,482,093	2
West Virginia	2.922,675	31/2
Wisconsin	5.209,805	2
Wyoming	568,589	21/2
District of Columbia	1,015,193	2

^{*}Changed to 4 cents on January 4, 1997, †Changed to 3 cents on January 1, 1927

Total \$187,603,231

Among the States collecting more than \$10,000,000 each in gasoline taxes in 1926 were: First, California, \$16,502,123, followed by Ohio, \$13,257,266; Pennsylvania, \$11,781,782; Florida, \$11,431,486, and Michigan, \$10,081,776.

Average 2.38

The total receipts of State gasoline taxes in the 16 South-

ern States and the District of Columbia in 1926 amounted to \$80,284,223, as compared with \$61,098,277 in 1925. Nearly 43 per cent of the total collections was in the South.

In addition to the State gasoline tax collections, practically all of which in the South, as well as in the States in the rest of the country, were allocated for highway improvements, there was also the revenue derived from motor-vehicle registrations, licenses and other fees amounting to \$288,282,352, of which \$269,319,133 was applicable to highway work in the various States of the Union. The total revenue in the Southern States alone for motor-vehicle registrations and fees amounted to \$81,362,234, and nearly \$77,500,000 of this tax was applicable to highway work in the Southern States.

AUTOMOTIVE REGISTRATIONS AND REVENUES, 1926

	Motor Vehicles	Registere	d Total	Applicable
	Number	Number	Revenue	to Highway
States	Automobiles	Trucks	Licenses fee	s work
Alabama	197.983	27.947	\$889,252	\$2,777,853
Arkansas	179,480	29,939	3,656,368	3.582.935
District of Col	97,794	13,703	566,312	529,642
Florida	331,892	69,670	6,764,468	6.642,357
Georgia	241.949	35.519	3,381,725	3,262,022
Kentucky	252.632	28,925	4.131.745	3,957,387
Louisiana	204,000	35,500	3,993,466	3.899.958
Maryland	240,743	12,109	2,928,268	2,635,441
Mississippi	184.133	21,067	1.973,412	1,914,210
200	587.856	66,698	7,903,025	6,511,984
North Carolina.	352.217	32,830	*9,400,000	9,250,000
C1 1 1	449.955	49,983	5,515,045	5,475,045
Oklahoma South Carolina.	163,551	17.638	1.951.559	1,774,999
EVE			3.591.296	3,377,296
Tennessee	254,342	25,297		
Texas	944,905	104,964	14,362,883	14,362,883
Virginia	273,764	48,850	4,624,475	4,352,044
West Virginia	201,645	26,191	3,728,935	3,133,286
Total	5,158,841	646,830	\$81,362,234	\$77,439,342
United States			\$288,282,352	\$269,319,133
Cuited States	19,237,171	2,764,222	9200,202,002	6400,010,100

Texas Leads in Petroleum Refineries.

The aggregate refining capacity of the petroleum refineries of the United States continues to manifest an increase, although the number of refineries has decreased, the United States Bureau of Mines, Department of Commerce, finds as the result of a survey as of January 1, 1927. On that date there were 465 completed petroleum refineries in the United States, with a total daily crude oil capacity of 3,061,007 barrels. In addition, 7 refineries, with a potential capacity of 61,000 barrels, were in process of construction. Of the completed refineries, 327, with a capacity of 2,834,282 barrels, or 93 per cent of the total capacity, were in operation and 138, with a capacity of 226,725 barrels, or 7 per cent of the total, were shut down.

During 1926 there was a net decrease of 45 in the total number of completed refineries, but an increase in total capacity of 208,040 barrels. This resulted from a steady growth of many of the larger refineries, particularly those on tidewater. The building program as of January 1, 1927, was somewhat larger than that of January 1, 1926.

California maintained its rank as a leading State from the standpoint of refinery throughput, though Texas still leads in number of refineries.

Practically all of the decrease in total number of completed refineries occurred in the Mid-Continent field. The only section of the Mid-Continent field where construction activity was in evidence was the Panhandle district, where the absence of trunk pipe lines served as the inducement for the building of several skimming plants.

Expansion of refinery capacity near large consuming centers and the wholesale dismantling of plants near inland producing areas has become a definite trend, the chief cause of which is that crude oil can be transported at lower cost than refined products. The rapid increase in consumption of gasoline, linked with keen competition, has stimulated the spread of cracking processes, and the year 1926 witnessed the installation of much cracking equipment.

Single-Handed He Conquered 380,000 Acres of Texas Prairie.

HOW ED C. LASATER PIONEERED THE AGRICULTURAL DEVELOPMENT OF FIVE SOUTH TEXAS COUNTIES AND BUILT UP THE LARGEST JERSEY HERD IN THE WORLD.

By R. CLYDE ALLEN, Dallas,

It looks as if the very bigness of Texas had developed bigness in its business men. Imperial in area and resources, it has given birth to real empire builders, even as it has attracted men of like caliber from other States. Here is a human-interest story of a man who, out of poverty, by sheer energy and business ability, was able to secure 380,000 acres of Texas prairie land, to overcome drouth by boring artesian wells, to improve the breed of cattle by the importation of stock immune from some of the diseases which in former years had affected Texas stock, to develop a dairy industry where others thought such a thing was not feasible, and finally to build up the largest Jersey herd in the world. It is a story of thrilling interest. It stirs the blood to read of men who continue to live the simple life, while creating opportunities for others through their vast developments. Many men who dream great dreams lack the energy and initiative to make their dreams come true; a few great dreamers transform their dreams into reality. Such a man is the subject of this sketch. Throughout the South, in various lines of activity, are to be found men like Ed C. Lasater of Texas. The world should know more about them in order that others may be stimulated to grasp the opportunities lying waiting throughout the South.—Editor Manufacturers Record.]

Lasater! Who in Texas is a stranger to the name? Where in the whole South has not the story of this man's achievements penetrated? Over the entire United States he has attracted attention as the man who built up and today owns the largest herd of registered Jerseys in the world. In the

Southwest he is also known as the man who makes Falfurrias butter, a product regularly in demand at from 10 to 20 cents above other creamery butters. The Falfurrias Creamery, operated by Mr. Lasater, its owner, is daily turning out more than a ton of sweetcream butter. This creamery is rarely able to fill all its daily orders. His Falfurrias ice cream is equally in demand. The operations of this man are today so large that a host of employes is needed to carry on the work. He is president of the Falfurrias Mercantile Company, a business of half a million dollars annually, in that Texas city of 2000 inhabitants. Mr. Lasater's life has been spent in adjusting circumstances to his requirements, as evidenced by his bringing the sturdy, sacred Brahmas from India and, through cross-breeding, originating a breed of cows immune from such insect pests as the Texas fever tick. He is the Shetland pony breeder of Texas, the man who in 1893 took over a vast Texas wilderness of prairie and converted it into what he at that time saw written in

bold letters across the face of the territory, "Land of Heart's Delight"

It is a fascinating story; fraught with hardship from the day he assumed the mammoth undertaking, yet richer in its rewards that could have been dreamed of by one less familiar with his own power to accomplish big undertakings. When the drouth and panic of 1893 swept over the country Mr. Lasater, then just past thirty years of age, was a cattle buyer in the South Texas country, being a native son of Goliad county, Texas. The end of that season found him some

\$60,000 worse off than nothing. But this small-sized calamity gave him what proved to be his great opportunity. For several years his observation had been that cattle from what is now known as the Falfurrias country were invariably better conditioned than those he bought from other sections there-

about. This gave Mr. Lasater his idea that here was a favored region. He might or might not have heard the legendary account of the young Indian brave of the Lipan tribe, who, late one evening standing with hand to his brow and gazing across the open country, uttered the one word, "Falfurrias." But it is true that Mr. Lasater had the same vision, and that the Falfurrias Courthouse, with its beautiful lawn, now stands on the same spot where the Indian spoke the word, which, interpreted, means "Land of Heart's Delight."

Purchasing large tracts of land, on credit and with borrowed capital, from the 15 or so Mexican families then living in that part of the country, Ed C. Lasater soon became the owner of 380,000 acres of the richest land to be found anywhere. The drouth year of '93 had witnessed the drying up of the surface water then available, and with no method of digging deep wells these Mexican families could only watch with sorrow as their cattle died by the hundreds and thousands. Indeed, they welling the surface of the su

ED. C. LASATER OF FALFURRIAS.

comed the opportunity to dispose of this land, which had been granted them by the Spanish Government.

To another the undertaking would have been too great for one man, but Mr. Lasater went steadily on until he owned vast tracts of land in the country now lying in the counties of Brooks, Duval, Hidalgo, Jim Hogg and Jim Wells. Milk and honey did not immediately flow. Success was not spontaneous. In fact, a study of Lasater's progress impresses one that he has succeeded in the face of extraordinary obstacles. Dry weather came again. Wells of water for the large herds

he then owned were imperative. Herd after herd had been bought and headed by purebred sires. At a terrific expense for those days six-inch wells were sunk on the several independent ranches he was operating, with the exceedingly good fortune that pure artesian water was secured in abundance. Lasater's herds increased in numbers and in quality. He began to prosper. By 1900 he was known as one of the biggest ranchers, with one of the best equipped ranches in the United States.

Another problem at this time presented itself. A railroad was needed. If further progress was to be made, a railroad was essential. "How to get me a railroad?" To the great majority this would have been the stopping place, but Ed C. Lasater wanted a railroad. How this was accomplished is of no consequence. It is enough to state that in 1902 the San Antonio and Aransas Pass Railroad extended its line 186 miles south of San Antonio to the Lasater holdings and a station was erected, on which was neatly painted the word "Falfurrias." Was Ed C. Lasater satisfied? It was but a few weeks until, when talking with a life-long friend of his, he pointed out a spot of slightly elevated ground a few hundred feet from the railroad station and said, "There is where we will build our courthouse." This bit of conversation was repeated to me as I sat in Judge Brooks' office, inside this courthouse, and on the spot Lasater said he would build it!

With the coming of the railroad the Lasater herds of beef

A DAIRY SCENE ON THE LASATER RANCH.

cattle increased to 20,000 head or more. But a new opportunity began to unfold itself. The Falfurrias country, having all other natural advantages, was now ready to lead the country in dairying. With an ample supply of fine water, sufficient rainfall for feedstuffs and with winter climate equaling that of Southern California or Florida, nothing else was needed to put this Texas pioneer into action. However, additional financing would be required. When Mr. Lasater told his plans to his San Antonio bankers of 25 years ago he was urged to give up this dairying idea and stick with straight ranching. It was believed that this isolated region of Texas was unsuited to dairying. Mr. Lasater already had made up his mind. He knew the dairying possibilities of his section, and he not only intended to establish this industry in the Falfurrias country, but he also determined to establish it on a basis that would make it possible for every landowner in the nearby country to profit through his new enterprise. Moreover, he intended to bring new farmers and dairymen into that country of his, for the success he and others had made with farming, citrus growing and with winter truck crops told him what really could be done with additional

How he accomplished his ambitions, how he made his dream come true, is a story covering 33 years of constant

effort. When he built the Falfurrias Creamery 16 years ago he was the only producer for his creamery. At this time nearly 150 others have joined him in producing sweet cream from Jersey cows. During the past five years he has paid these dairymen an average of better than 50 cents per pound for butterfat. His creamery trucks make daily trips to the dairies in the surrounding country, thus relieving the producers of delivery worries. His idea was to establish a ready-made market as a means of assured profits to those who went into the business. He has sold land to more than 600 farmers who have been attracted to his section as a result of the opportunities he has created for them. Lasater has not only promoted the dairy and livestock interests of his community, but has been equally active in the encouragement of farming and truck growing. Falfurrias almost every year ships the first Texas watermelons, and its citrus fruits top the market prices. Lasater is likewise credited with the establishment and maintenance of the Falfurrias independent school district, which has received high endorsement from the Texas State Board of Education.

Ed C. Lasater is a big operator. Few have ever done what he has. Yet to walk along the streets of Falfurrias with him and see the greetings of his own town and community people as he meets them one is necessarily impressed with the fact that his success largely has been accomplished through the consideration he has maintained for his people. The strenu-

ous life of a pioneer has not roughened the outward bearing of this Texas dreamer who has built well. A kind, unassuming personality is his, and while the man farthest down the list of his 300 employes feels at ease in his presence, he has a personal power which instantly arrests attention and respect from big men or little men whenever he comes in contact with them.

Briefly, that is Ed C. Lasater. It is the man behind his immense operations. Has he completed his life-work at the early age of his sixties? Not Lasater! Today he is bending his efforts to a new colonization plan that will enable 300 more small farmers and dairymen to come to his community and capitalize on the opportunities now existing there for them. He is subdividing a 25,000-acre tract of his richest farm land into 80-acre farms and selling on easy terms to ambitious and energetic people. Thus 300 additional homes will be built among the thousand others who have found

plenty and happiness in that South Texas country fathered by Ed C. Lasater.

Gas-Electric Railroad Bridge.

The gas-electric vertical lift bridge of the Pennsylvania Railroad across the Chesapeake and Delaware Canal was officially put in operation March 15. It is on the Delaware division of the system, whose terminals are Wilmington, Del., and Cape Charles, Va. The new bridge is 18 miles south of Wilmington. Because of the widening and deepening of the canal and the passage of large boats through it, a new bridge was found desirable. Complete electrical equipment was furnished by the General Electric Company of Schenectady, New York.

The bridge itself is of steel construction, built by the Phoenix Bridge Company of Phoenixville, Pa. The two piers are of stone, reinforced with concrete. The total length of the bridge is 419 feet and the height of the towers from the ground is 149 feet 6 inches. In the closed position the bridge is 50 feet above the water and, when open, is raised 90 feet. It carries two tracks and is 37 feet wide. The lift span weighs approximately 700 tons and the time required to lift the span to the full, clear position is 90 seconds.

The Atlantic and Gulf Inland Waterway.

THE NECESSITY FOR EXACT FIGURES AS TO VOLUME OF TRADE THAT COULD BE DEVELOPED.

Editor Manufacturers Record:

The River and Harbor bill enacted by the last Congress provides for a preliminary examination and survey of a "waterway from Cumberland Sound, Georgia and Florida, to the Mississippi River"—that is to say, from the Atlantic Ocean in the vicinity of Fernandina across the Florida Peninsula and along the Gulf coast to the vicinity of New Orleans.

This project, in one form or another, is as old as Florida itself. The Spaniards considered it, the English talked of it, and it was only a few years after the Florida purchase that the Congress of the United States authorized a survey of a canal across Florida. It has cropped up at intervals ever since. In the late 70's Gen. Quincy A. Gilmore, working with a very limited appropriation, made a so-called survey, which was, in fact, not much more than a rather elaborate reconnoissance. Some 15 years since a special board of engineers examined all possible routes and within the past four years this report has been reviewed by the engineer department at the instance of Congress.

And what is the result? Four hundred years of examination and conversation. The St. Marys and the Suwannee rivers, rising in a common swamp, Okefenokee, still wend their respective, devious ways to the Atlantic and the Gulf, but if man has ever traversed the route by boat the fact is not of record.

Appealing to the imagination of mankind for over 400 years, lying in the direct path of unnumbered vessels engaged in domestic and foreign commerce, why has the waterway never been developed across the neck of Florida? Why cannot these vessels pass from the Gulf to the Atlantic on a course only 170 miles long (in a straight line from St. Mark's, in the Gulf, to Fernandina, on the Atlantic) instead of going around the peninsula, a distance of 950 miles or more?

Why? The answer is that proponents of the project have their case too much on tons of glittering generalities rather than on tons of freight; on fallacles rather than on facts; on eloquence rather than on economics. Furthermore, with the flight of time conditions of navigation have materially Vessels have grown larger, more powerful, more costly and more expensive of operation. Costs of constructing canals or otherwise improving waterways have increased in an even greater ratio, and it is a fact that a modern vessel encounters less risk in the open waters of the ocean than it meets in a restricted canal, however thoroughly land-locked the latter may be. In the open ocean a vessel is free to maneuver and to operate at full speed. In a narrow canal it must follow the axis of the waterway with mathematical precision. It is subject to numerous reactions which cannot always be anticipated and which may force it aground on the banks of the canal at the most unforeseen moment. It must reduce speed in order to make any progress whatever, and yet must maintain a full head of steam. Marine risks in a canal being much greater than those in the open ocean, marine insurance rates are correspondingly increased. Under these circumstances a vessel cannot save time, fuel or operating expenses in traversing a canal unless the distance through is very much less than that around.

Whatever may have been the possibilities of a ship canal across Florida 100 or 200 years back, there is not much hope of such a waterway in these modern times.

Conceding the foregoing as a fact, the case is by no means closed against the development of a barge canal to complement the so-called "Inland Waterway," now being developed along the Atlantic Coast and along certain portions of the Gulf coast. If there ever was a time when a Federal appropriation for waterway improvement could be obtained by a silver-tongued Senator or Representative by sheer eloquence in default of genuine economic considerations or by a skilful trader resorting to legislative "log-rolling" in default of actual commerce, that day of "pork-barrel" procedure passed out with the organization of the board of engineers for rivers and harbors in 1902, or if, as has been alleged, vestiges of the pork-barrel system were in evidence in more recent times, they disappeared in 1920 when the budget bureau was established and the River and Harbor and Commerce committees of the House and Senate were deprived of their powers of appropriating funds.

In the course of 25 years the Board of Engineers has worked out a policy for its guidance which may be summarized as follows: The board must be convinced that an improvement is actually necessary in the interests of commerce by water; that the project is vested with a broad national interest, and that the benefits (i. .e, the savings in freight charges) are commensurate with the first cost of the work and its annual maintenance.

To elaborate somewhat, it is the practice of the board to 'make a commercial and economic survey to determine what existing traffic could be diverted to the waterway with profit to shippers under existing or probable rates, and also what, if any, new commerce might be developed. The board thus ascertains the benefits to result from the waterway improvement, of which the principal items are savings in transportation costs on commerce which will actually move by water. Against this the board balances the first and maintenance costs to determine the investment value of the proposition. Moreover, in striking this balance the board makes due allowance for the inertia of trade. It makes allowance for the likelihood that railroads will reduce rates in an effort to keep their hold on traffic. It makes allowance for certain inherent advantages possessed by the railroad, as, for example, the "intransit" privileges which permit shipments to be diverted to any market and, in addition, the ability to deliver direct to any consignee. The board considers the possibility of the waterway obtaining joint rates with, and equitable treatment from, the railroads, and the conditions and resulting effects upon potential commerce. After making a full allowance for all the uncertainties, the savings and other benefits must fairly outweigh the cost of the waterway, for, otherwise, the project does not possess the necessary invest-

Moreover, in order that a waterway may operate there must be floating plant and there must be terminals, and if there is any uncertainty on this score the board requires provision therefor as a condition precedent to the improvement. Again, if there is a large concentration of local benefits, the board requires local contributions in cash, and it is quite customary in any case for the board to require a donation of rights of way and dumping grounds, and it often requires local interests to make the necessary changes in railway and highway bridges.

In view of this stated policy, it is evident that a thorough study of the project will be required. The chief of engineers has appointed a board of officers, consisting of the district engineers, located in Jacksonville, Montgomery and Mobile, to make the preliminary examination and report, but these men cannot evolve the necessary economic information out of their inner consciousness. They must rely upon local

interests to furnish the necessary data. It is, therefore, obvious that if the economics of the proposed waterway are to be adequately presented to the Board of Engineers some one must go to work, and, furthermore, must work hard to a considerable period of time.

The territory affected extends at least as far as Norfolk, on the one hand, and to New Orleans, on the other. The chambers of commerce and other civic organizations along the line must lend their support—not only moral, but more particularly financial. However, experience with the Florida East Coast Canal project and the Louisiana and Texas Coastal Waterway, both of which projects have been recently approved by Congress, have demonstrated that statistics furnished by chambers of commerce will not withstand the acid test of analysis. An economic study of the required type is the work of specialists who will traverse the entire territory, who will gather the statistics in an orderly, coherent manner, who will then analyze the numerous reports received and consolidate them for orderly presentation and consideration. The work involved is exacting, tedious and not inexpensive.

As in the Florida East Coast Canal case, expenses might be defrayed by chambers of commerce associated for the purpose; but, in view of the great length of the proposed waterway, the scope of the benefits to accrue and the diversity of the territory covered, it would be in order for the several States to appropriate funds covering the costs of the necessary economic study. This is particularly true of Florida, in that the cost of constructing a waterway across the State will absorb more than one-half of the funds appropriated for the entire project. Furthermore, the portion of the State traversed by the waterway is not densely populated and has no large or wealthy chambers of commerce, and any attempt to organize the territory and finance the cost of the survey on the basis of voluntary contributions would be replete with difficulties.

On the other hand, it has been noted that the Legislature of Florida is characterized at times by a spirit, of sectionalism. The northern and western portions of the State do not always support projects advocated by counties farther south in the peninsula, and the converse is equally true. It has accordingly become the practice to organize special taxing districts, embracing only those counties or areas which are contiguous to a proposed improvement. In view of this circumstance, the northern portion of the peninsula might join with Western Florida and form a special taxing district to provide funds for the survey, but the legislative machinery necessary to this end is so ponderous that months, if not years, might elapse before funds would become available, and in the meantime the special board of engineer officers would be forced either to delay the preparation of its report or to take such information as could be obtained in the usual voluntary, haphazard and ineffectual manner, which generally characterizes local co-operation in like cases.

Whatever may be the best course of procedure, there is no time to be lost. If legislation is required in the various States, it must be had now, and particularly in Florida, where the legislature meets only once in two years and where, if action is not taken during the session which is to convene on April 7, no action will be possible until the late spring of 1929.

ENGINEER.

To Vote on \$225,000 Bonds.

Anniston, Ala.—City council has adopted a resolution calling for an election in Anniston April 25 on a bond issue of \$225,000 for the erection of a new city hall and auditorium. Warren, Knight & Davis of Birmingham are the architects for the building, although plans are only in the sketch stage pending the result of the bond election.

\$2,000,000 Hotel for Amarillo, Texas.

General contract has recently been awarded by Alex. Davidson of Amarillo, Texas, to the Hughes-O'Rourke Construction Company, Dallas, for the erection of a \$2,000,000 hotel at



NEW HOTEL TO BE ERECTED AT AMARILLO, TEXAS.

Amarillo, which will be operated by the Baker Hotel Company of San Antonio. The building will be 17 stories and basement, of reinforced concrete construction, faced with brick and Bedford stone, with granite base. It will contain 600 rooms. Wyatt C. Hedrick of Fort Worth is the architect.

Street Railway to Spend \$314,000.

The Macon Railway and Light Company of Macon, Ga., will spend \$314,000 for improvements, including new equipment and rehabilitation of lines, according to a press report, which also says that the City Council has authorized the company to charge 10 cents for one fare, or four tickets for 30 cents. The company has been relieved from further paving assessments. L. A. Magraw is vice-president.

Port Series Report No. 16.

The board of engineers for rivers and harbors of the War Department, in co-operation with the United States Shipping Board, has issued a report on the ports of Baltimore, Md.; Washington, D. C., and Alexandria, Va., constituting No. 16 of a series on the ports of the United States. This report, like others of the series, gives full information with regard to port and harbor conditions, port customs and regulations, services and charges, fuel and supplies; facilities available for service to commerce and shipping, including piers, wharves, dry docks, ship-repair plants, coal and oil bunkering, grain elevators, storage warehouses, bulk-freight accommodation, floating equipment, wrecking and salvage equipment; railroad and steamship lines, and their charges in connection with terminal service.

Pass Christian Isles Development—884 Acres Out of Total of 1500 Plotted—Ground Improvement Plan Contemplates \$2,000,000 Expenditure.

Plans for the Pass Christian Isles development, which has been undertaken by the Pass Christian-Chicago Land Company, Carl L. Schmidt, president, Chicago, contemplates the establishment of a completely self-contained community, primarily for residence and recreation during the entire year, appealing to visitors from the North as a location for winter homes and to residents of the Central South as a location for summer homes, as well as to people in the New Orleans Guif coast as a place of permanent residence.

The undertaking, as at present plotted and planned, embraces 884 acres out of 1500, lying in a rough quadrangle, with its southern border on the line of the Louisville and Nashville Railroad, its western border on the shore of Bay St. Louis, northern border on the shores of Bayou Portage and Bay St. Louis, and its eastern border generally the line of Henderson avenue and the main open highway from Pass Christian northward. Plans contemplates a limited, highly restricted commercial district, where the main line of the Old Spanish Trail approaches the bridge across Bay St. Louis. This location is in the southwestern corner of the property and proposed buildings will be grouped about a plaza, which will set the architectural keynote for the commercial district along lines of Spanish architecture as developed in Louisiana in Colonial days.

A complete program of ground improvements, exclusive of buildings, provide for an expenditure of \$1,500,000 to \$2,000,000, funds to be expended under the direction of a planning and building commission, composed of Mr. Schmidt, representing the owners; J. E. Edmonds of New Orleans, representing the development and sales company, and a technical staff, consisting of the following: Maj. Arthur M. Shaw, engineer in charge; Gen. Allison Owen, advisory and supervisory architect, and Harold J. Neale, landscape architect and engineer, all of New Orleans. The technical staff is supported by aides drawn from development service in Southern California, Florida and Minnesota.

Duties of the planning and building commission will embrace the preparation of the city plan for the development, laying out a program of development, handling expenditures, establishing building requirements, making zoning restrictions and police regulations to govern the community for a period of five years, or until the purchasers of sites, after a period of five years, organize for their own government and administration.

An 18-hole golf course is being constructed and reservations have been made for a 20-acre polo field and stables, site for yacht club on Goldenwood Lake and three grouped squares adjacent to the Old Spanish Trail for public buildings, school and central park. There will be a deep-water basin for yachts, service basin for motor boats, four and one-half miles of interior waterways following the natural contours and drainage lines of the property and 14,000 feet of shore line along Bay St. Louis. A site with western exposure on Bay St. Louis, having a shelving sand beach, has been reserved for a 400-room hotel.

A definite architectural plan has been worked out which purposely avoids the extravagant while seeking to maintain the best in building design and construction in Southern California and Florida. In the conception that the Mississippi Gulf coast affords the point of contact between the French and Spanish influences in living and architecture, it is proposed to typify this meeting in Pass Christian Isles without producing incongruous contrasts. This will be done by taking advantage of the natural cleavage of the property

into two zones, one lying west and southwest of the main system of interior waterways and the other lying east and northeast of the same system.

The architectural program for the southwestern and western sections contemplates the best types evolved by the Spanish influences in the American Southwest and West, while the eastern and northeastern sections will require an architecture consistent with the Southern Colonial type. The scheme of shrubbery planning and individual landscaping will likewise be subject to control in the same manner.

\$62,705,000,000 Value of Manufactures in 1925 —More Than \$10,372,000,000 of the Country's Total Manufactured Output Comes From the South.

The Department of Commerce announces that, according to a summarization of the data collected at the biennial census of manufactures taken in 1926, the value of products (at factory prices) of manufacturing establishments in the United States in 1925 aggregated \$62,705,714,000, as against \$60,258,470,000 in 1923, \$43,427,224,000 in 1921 and \$61,737,125,000 in 1919. The 1925 total represents increases of 4.1 per cent over 1923 and 1.6 per cent over 1919. The rate of increase from 1921 to 1925, 44.4 per cent, is, of course, abnormal, and is of interest not as a measure of growth but as indicating the extent of the industrial depression of 1921 and the completeness of the subsequent recovery.

The rate of increase in the actual quantity of production in 1925 as compared with 1919 would be considerably higher than the rate based on values for the reason that the wholesale prices of manufactured commodities were, on the average, materially lower in 1925 than in 1919.

These figures relate to manufacturing establishments whose output during the year was valued at \$5000 or more. The elimination of data for the smaller establishments has only a slight effect on the totals.

The outstanding features of the report are the increase in production, the decrease in the employment of wage-earners and the increase in horsepower as compared with both 1923 and 1919. The average number of wage-earners employed in 1925 was smaller by 4.4 per cent than the corresponding average for 1923 and was 6.7 per cent below that for 1919. Despite this decrease in wage-earner employment, production increased, as pointed out above, and this increase—as might be expected in view of the decrease in wage-earner employment—was accompanied by a considerable increase in horsepower over 1923 and a pronounced increase over 1919, the rates for the two periods being 8.1 per cent and 22 per cent, respectively.

Because of the fact that the products of many manufacturing establishments are used as materials by other establishments the aggregate value of products as given is considerably in excess of the total value of finished manufactured products in the form in which they reach the ultimate consumer. A very much better measure of the actual value created by manufacturing processes is the "value added by manufacture"; namely, the difference between the cost of materials (including fuel, mill supplies, containers, etc.) and the factory value of the finished products. This aggregated \$26,774,566,000 in 1925, an increase of 3.9 per cent, as compared with \$25,777,615,000 in 1923, and of 8.2 per cent over \$24,748,249,000 in 1919.

The South increased its manufactured output in 1925 compared with 1923 by more than \$920,000,000. Preliminary estimates indicate that the South produced \$10,372,185,000 of manufactured goods in 1925, compared with \$9,450,767,000 in 1923 and \$9,805,041,000 in 1919. The number of establishments reporting in the South was 37,238, which purchased

materials amounting to \$6,227,165,000 for their operation. The average number of wage-earners employed in Southern plants was 1,634,248.

SUMMARY FOR ALL MANUFACTURING INDUSTRIES COMBINED.

(The figures for 1923 and earlier years, as presented in this table differ from those heretofore published because of the exclusion here and the inclusion in the preceding reports of data for the coffeeroasting and spice-grinding industry, for which no statistics were tabulated at the census for 1925.)

tabulated at the census for 1025.)		-	cent of
			se (—)
		1923-	1919-
1925	1923	1925	1925
Number of establish-			
ments 187,386	195,580	-4.2	-12.3
Wage-earners, aver-			
age number) 8,383,781		-4.4	-6.7
Wages\$10,729,469,000	\$10,999,282,000	-2.5	2.6
Paid for contract			
work \$601,115,000	\$625,056,000	-3.8	29.9
Cost of materials			
(including fuel,			
mill supplies, con-			
tainers, etc.) *\$35,931,148,000		4.2	-2.9
Value of products*\$62,705,714,000	\$60,258,470,000	4.1	1.6
Value added by man-			
ufacture†\$26,774,566,000	\$25,777,615,000	3.9	8.2
Horsepower 35,735,000	33,056,870	8.1	22.0

*The amount of manufacturers' profits cannot be calculated from the census figures for the reason that no data are collected in regard to a number of items of expense, such as interest on investment, rent. depreciation, taxes, insurance and advertising.

†Value of products less cost of materials; in other words, the value created by the manufacturing processes. The cost of materials does not include wages, salaries nor the items of expense specified in footnote.*

Increasing Savings a Striking Fact Among American People.

Evidence of rapid growth of thrift among the people of the United States is found by the National Industrial Conference Board of New York in the fact that savings have been increasing at a much faster rate than incomes.

New annual savings, as represented by savings deposits in banks, by payments to building and loan associations and by life insurance premiums paid, according to the Conference Board's analysis in 1926, were nearly five times as great per capita as they had been in 1914, having increased from \$6.71 per capita in 1914 to about \$33 per capita in 1926, an increase of about 390 per cent.

Personal incomes, as reported to the Federal Government, complete statistics of which are available only for 1918-1924, in 1924 were only 3.3 per cent greater per average return than in 1918, the average income per return in 1924 being \$4146.50, as against \$4010.24 in 1918. Savings per capita of population in 1924, however, were \$30.95, or more than double the amount saved per capita in 1918, which was \$12.68.

Average "real weekly earnings" of industrial workers, that is, their actual earnings in relation to living costs, a cardinal factor in measuring the maximum that it is possible to save, in 1926 were 29 per cent greater than in 1914, the Conference Board points out, while the amount of money saved per capita of population in 1926 was 390 per cent greater than in 1914.

Total annual new savings above referred to in 1914 amounted to \$656,900,000 and in 1926 about \$3,892,000,000, while the population increased from 97,927,516 in 1914 to 117.136.000 in 1926.

"Made In Durham" Exhibit Planned.

Durham (N. C.) Merchants Association is sponsoring a "Made In Durham" exposition, according to recent reports from that source. The exposition is to be held May 16 to 21 in Durham. All manufactured products of the city, including tobacco, cotton goods and hosiery, will be on exhibit, as well as exhibits from a great variety of small manufacturers. Automobile dealers, retail merchants and others will also have a part in the exposition.

\$500,000 HOSPITAL FOR DAYTONA BEACH. Will Be One of South's Best Equipped Institutions-Many Unusual Features in Design and Layout.

The \$500,000 Halifax District Hospital under construction in the western part of Daytona Beach will be one of the most modern and best equipped in Florida and one of the best in the South, say contractors and architects engaged. A general idea of the building may be obtained from a consideration of its exterior appearance.

Three stories in height throughout, the central main section has wings jutting from each of its four corners. The first floor of the main section will contain the lobby, waiting room, waiting sun porch, offices, consultation room, social service room, superintendent's office, library, board room and staff room. The first floor of the northwest wing houses facilities for out-patients and for emergency cases. In the former are two clinics, two examination rooms, nose and throat clinic, eye clinic, vestibule, waiting room and records office. A pharmacy separates this department from the emergency department, where there are an ambulance entrance, admittance bath, surgical and accident room, X-ray and fluoroscope rooms and a maze and dark room.

The ground floor of the northwest wing contains private rooms for patients. On the first floor of the southwest wing temporary quarters for nurses will be established. Original plans called for a separate building as nurses' quarters, but this work has been delayed. The first floor of the southeast wing contains the mechanical equipment, consisting of the boiler room, laundry and refrigeration plant.

The arrangement of the second floor is as follows: Main central section, women's ward; northwest wing, maternity department; northeast wing, private rooms and wards; southeast wing, kitchen, bakery, dairy, diet kitchen; southwest wing, private rooms and wards. The layout of the third floor is as follows: Central section, private rooms and wards northwest wing, men's ward; northeast wing, operating department; southeast wing, children's department; southwest wing, private rooms and wards.

Many special features are embodied in the hospital. There will be a telephone and radio in every room and ward, a noiseless signal system, a clothes chute which mechanically cleans itself and a refuse incinerator. Two passenger elevators and one service lift will be installed. There will be 75 private rooms with connecting baths. The wards will contain 45 beds, each of which may be isolated.

Although the main kitchen and the main diet kitchen are on the second floor of the southeast wing, there are two more serving kitchens and two or more diet kitchens on each floor. At each elevator stop vestibules are provided where patients on stretchers or in chairs are removed from the public corridor in semi-seclusion while waiting for the elevator. All doors are equipped with special devices to eliminate noise in so far as it is possible. Over each bed is a wall plug for attaching a telephone. When a patient wishes to make a call the nurse brings the telephone instruments and attaches it to the plug. If a patient receives a call from the outside no bell rings in the room. The call comes into the nurses' headquarters and an instrument is taken to the patient's room. In this manner telephone service is given without the noise of bells.

Air balconies are provided on the third floor of all wings. Loggias are provided on the second floor of all except the kitchen wing.

The landscaping of the 10-acre site is a big job in itself. Plans are now being prepared by Charles C. Wilson, successor to Wilson, Berryman & Kennedy, architects, of Columbia, S. C., who drew the plans for the building. W. H. Sands, architect, with offices in Daytona Beach, is representing Mr. Wilson as field superintendent. At the front of the Building's main section the general entrance is provided. A large porte-cochere will cover the steps and driveway, which will be circular, so that it will be unnecessary for cars to make turns. Another roadway will be provided for the ambulance entrance for incoming patients and emergency cases. A third entrance is planned for delivery wagons and trucks, and this will be screened off by heavy foliage.

The Southern Ferro Concrete Company, Atlanta, Ga., has the general contract for the hospital, and O. L. Betts, Jr., is superintendent of construction. Among the sub-contractors engaged are the following: Standard Tile Company, Chattanooga, Tenn.; Martindale Roofing Company, Jacksonville, Fla.; A. B. Moore & Co., Daytona Beach; Sam Donelson, Atlanta, Ga.; J. C. Grinnan & Co., Norfolk, Va.; Thomasville Variety Works, Thomasville, Ga.; E. B. Roberts & Co., Atlanta, Ga.; Ingalls Iron Works, Birmingham, Ala.; Georgia Marble Works, Marietta, Ga.; R. C. Lieb Company, Atlanta, Ga.; Lathrop Hoge Gypsum Construction Company, Cincinnati, Ohio; South Amboy Terra Cotta Company, South Amboy, N. J.; Southern G.-F. Company, Atlanta, Ga.

Charlotte Observer in New Home.

In keeping with its policy of progress coincident with the rapid development of North Carolina and all the South, the Charlotte Observer is now occupying its new building at Tryon and Stonewall streets, Charlotte. The building was designed solely to house the newspaper plant, and is arranged to take care of any expansion likely to become necessary within many years. The plant, including site, represents an investment of approximately \$500,000.

The building is of reinforced concrete, fireproof construction, covering an L-shaped site, with an angle or annex, and with sufficient unoccupied ground to provide for an additional structure if needed.

The interior of the building has been conveniently arranged, while printing equipment and complementary facilities are modern and ample. A major item of equipment is an octuple superspeed press electrically controlled. It was designed and built especially for the Charlotte Observer by R. Hoe & Co. of New York and has an hourly capacity of 40,000 papers of 32 pages each.

Plans and specifications for the plant were prepared in the Charlotte office of Lockwood, Greene & Co. and the general building contract awarded to the J. A. Jones Construction Company of Charlotte.

Electrical fixtures designed and made especially for the plant were manufactured under contract with F. E. Robinson & Co., while electrical wiring was installed by the Hunter Electric Company, both of Charlotte. Sash, doors and trim were made by the Central Lumber Company and hardware supplied by the Smith-Wadsworth Hardware Company, both of Charlotte. Plumbing was installed by the Toomey Plumbing Company of Charlotte, while the painting was done by H. Newton Marshall of Boston, Mass. Marble for counters in the business and advertising departments was supplied by the Farragut Marble Works of Knoxville, Tenn., and steel for the building was fabricated in Charlotte by the Southern Engineering Company.

Several carloads of steel furniture were made by the Van Dorn Iron Works Company of Cleveland, Ohio, and a Dunham low-pressure vacuum heating and ventilating system was installed under the supervision of Charles W. Christian, engineer. Boilers were furnished by the Kewanee Boiler Company of Kewanee, Ill., and a Frigidaire electric cooling system installed by E. Hatcher, Charlotte representative. Plate glass was bought from the local agent of the Pittsburgh Plate Glass Company, face brick from the Southern Brick and

Tile Company and hollow tile from the Marcom Brick and Tile Company, both of Charlotte, Other firms supplying equipment and material include the following:

Doggett Lumber Company, cement and lime; Carolina Crushed Stone Company, crushed stone; McDaniel Federal Company, marble and tile; W. L. Hoover, casement sash; C. C. Ray Company, roofing; D. Draddy & Co., plastering;



NEW BUILDING OF CHARLOTTE OBSERVER.

W. Fred Casey & Co., metal doors; Luke Seawell, Kalamein doors; Queen City Marble and Granite Works, limestone; Moffatt Machinery Company, elevators; Wentz Sign Company, electric signs; H. M. Wade Manufacturing Company, marble and mahogany trimmings; Cochran and Ross Company, excavating, all of Charlotte; J. D. Wilkins, Greensboro, ornamental doors, and Rockwell Sprinkler Company, Worcester, Mass., sprinklers.

Second Meeting of Southern Interscholastic Press Association.

Delegates to the second annual convention of the Southern Interscholastic Press Association will hold their meetings April 22 and 23 in the Lee Memorial Chapel, where Gen. Robert E. Lee, founder of collegiate journalism, lies buried, announces Howard M. Thompson, acting director of the Lee School of Journalism at Washington and Lee University, Lexington, Va.

In 1869 General Lee founded the first school of journalism in the United States, when, with permission of the trustees, Washington College offered 50 press scholarships to young men who wished to become "versed in the art of printing and reporting."

At last year's initial meeting student delegates from six Southern States attended. The conference is being sponsored by the Lee School of Journalism and Pi Delta Epsilon, national honorary journalistic fraternity. R. W. Jordan, local head of the fraternity, will have charge of the convention and Howard M. Thompson of the journalism school will be general supervisor.

Among features of the convention will be an exhibit of old Southern newspapers, collegiate and professional, displayed in the news and editing rooms of the Lee School of Journalism. Round-table discussions of subjects relating to the editing, financing and managing of the high-school and preparatory-school publications will be led by members of the journalistic school staff.

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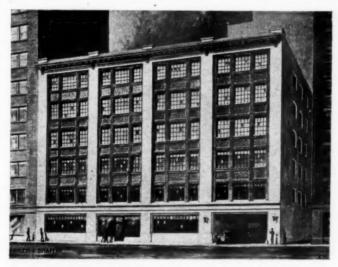
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\$1,000,000 for Hospital Expansion Program.

Washington, D. C.—Bids will be received until April 29 by the Board of District Commissioners for additional construction at Gallinger Hospital here to cost approximately \$1,000,000. The proposed work will include a domestic or service building, with corridor to the psychopathic group, for which the basement has nearly been completed, and the construction of ward building No. 4, to contain more than 1,000,000 cubic feet. The former will cost about \$450,000 and the latter, \$550,000. The ward building will be seven stories, 262 by 45 feet, with tile or slate roof. Plans and specifications have been prepared by A. L. Harris, municipal architect, with Dr. S. S. Goldwater of Mt. Sinai Hospital, New York, as consultant.

\$325,000 Garage Being Built in Baltimore.

The construction in Baltimore of a six-story building for the Motoramp Garages of Maryland, Inc., at a cost of \$325,000, is rapidly going forward. The structure is of reinforced concrete and steel, 94 by 121 feet, with a connecting office building of two stories, 22 by 56 feet. The garage proper is of a patented design and was offered the Baltimore company by the Motoramp Garages of America, Inc., of New York city. There will be 13 levels for cars, with staggered drives to each level, thus doing away with the necessity of elevators. The building will accommodate between 300 and 400 cars.



NEW MOTORAMP GARAGE BEING ERECTED IN BALTIMORE.

Frank S. Parker of New York is the architect and engineer and the Consolidated Engineering Company, Baltimore, is general contractor.

Sub-contractors are as follows: McClintic-Marshall Company, Pittsburgh, Pa., reinforcing steel; Dietrich Brothers, Baltimore, ornamental and miscellaneous iron work; Pittsburgh Plate Glass Company, plate glass; Kirwan Engineering Company, plumbing and heating; Charles Russell, electrical work, and William F. Zeller Company, roofing and sheet metal, all of Baltimore; Reliance Fireproof Doors Company, Brooklyn, N. Y., doors and frames; Nazareth Cement Company, Nazareth, Pa., cement; Detroit Steel Products Company, Detroit, steel sash; J. G. Wilson Corporation, Norfolk, steel rolling doors; Irving Kass, New York, furnishing and applying Hard-N-Type floor hardner; George Jones Company, New York, hardware, and General Elevator Company, San Francisco, passenger elevators.

The city of Charleston, S. C., W. S. Smith, City Treasurer, has sold \$712,000 of refunding bonds to a syndicate headed by the First National Bank, New York, at \$730,078.

\$1,000,000 Medical Arts Building Now Under Way in Baltimore.

A new Medical Arts Building, a co-ordinated medical and dental structure, to cost about \$1,000,000, is now being erected in Baltimore through the efforts of Dr. Hugh Young, Dr. Herman Sidel, Dr. Martin F. Sloan and others of Baltimore. Promoters, believing that the age of specialization in medicine and dentistry demands that all branches of the profession work in harmony, conceived a structure in which they may all be closely connected. A patient desiring examination and advice need not be taken from one section of the city to another, but may find facilities for examination and treatment in the new building, as every branch of both professions are to have quarters here.

The building is being erected for the Medical Arts Building Corporation, Dr. Martin F. Sloan, president; Dr. R. W. B. Mayo, vice-president; Dr. Waitman F. Zinn, secretary, and



MEDICAL ARTS BUILDING UNDER CONSTRUCTION.

Thomas S. Winder, treasurer. The structure will represent an expenditure of \$1,100,000, and will accommodate 200 tenants. The Century Trust Company of Baltimore is serving as trustee. Marcellus E. Wright of Richmond, Va., is the architect and has effectively treated the octagon-shaped site of the structure, giving the maximum amount of light to the offices.

The building is eight stories, of reinforced concrete, brick, terra cotta and Indiana limestone, and will provide 71,000 square feet of rentable floor space. The architect has two draftsmen on the ground, planning suites as the work progresses, in order that the lessee may have the type of quarters he desires. Work is to be completed by September 1, 1927.

Every convenience for both doctor and patient is being provided, including 24-hour telephone and elevator service. On the first floor there will be a drug store and several shops devoted entirely to supplies used by physicians and dentists.

Lee Paschall of Richmond is the general contractor; subcontractors to date include: David C. Butcher, Washington, D. C., face brick; Indiana Limestone Company, Bedford, Ind., limestone; James O. Major, Baltimore, masonry; New Jersey Terra Cotta Company, Perth Amboy, N. J., terra cotta; Standard Engineering Company, Washington, D. C., heating and plumbing; Dietrich Brothers, Baltimore, reinforcing steel; Baltimore branch of Otis Elevator Company, New York, elevators; Miller Manufacturing Company, Richmond, wooden frames, and Hitt and Brown Company, Norfolk, Va., electrical work.

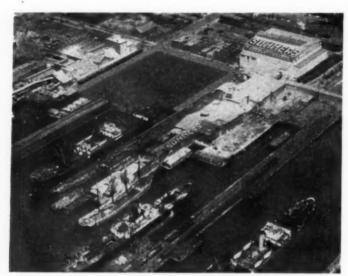
Plans Cottonseed-Storage Building.

The construction of a cottonseed-storage building at its plant at Helena, Ark., is contemplated by the Blanton Company of St. Louis. It is planned to erect a building about 105 by 175 feet, with a concrete slab foundation and steel arch superstructure, to be equipped with cottonseed-conveying machinery. Products of the company include vegetable oils, shortening salad oils, etc.

\$250,000 Fertilizer Plant Completed in Baltimore.

At an approximate total cost of \$250,000, the Summers Fertilizer Company, Inc., of Baltimore has recently completed its new plant in the heart of the industrial section of Baltimore. The main structure is 200 by 200 feet, fireproof throughout, with steel superstructure, concrete floors and corrugated metal sides and roof. Manufacturing equipment consists of four Sackett Patented Gravity Mixers and four complete electric-mixing units with double-sacking attachments. The normal capacity output of the plant is 800 tons a day and a maximum of 1000 tons may be reached.

Ship loading and unloading equipment includes an overhead trestle from the plant to the waterfront, on which two three-rail electric locomotives are operated. This trestle is



NEW PLANT OF SUMMERS FERTILIZER COMPANY, BALTIMORE.

1000 feet long and 20 feet high. An electric hoist, which has an unloading capacity of 800 tons a day and which at the same time is able to load water shipments at the rate of 500 tons a day, has been installed. Incoming materials are deposited in hoppers and from there are lowered into a large temporary storage bin. Two 80-foot bridge cranes distribute the materials to various smaller storage bins. The total storage capacity of the plant is approximately 32,000 tons.

The personnel of the company includes: J. E. Totman, president; W. L. Gay, vice-president; W. A. Fessler, treasurer; F. H. Totman, secretary, and A. M. Ingram, general superintendent. Mr. Ingram designed the present plant and its layout. The Austin Company, Cleveland, Ohio, was general contractor. The sub-contractors are as follows: A. J. Sackett, Baltimore, fertilizer-mixing machinery; C. W. Hunt Company, Inc., West New Brighton, Staten Island, N. Y., electric locomotives; Harnischfeger Corporation, Milwaukee, Wis., cranes; Allis-Chalmers Manufacturing Company, Milwaukee, Wis., roller-bearing motors.

Beaumont May Get 16-Story 600-Room Hotel.

Beaumont, Texas.—Dallas and Chicago capitalists, represented by F. R. Flanagan of Dallas, have secured an option on property here for the erection of a 16-story hotel to contain about 600 rooms. Plans for the building have been prepared by Joseph Beck of this city, and it is understood that building contract will soon be awarded.

Financial Arrangements Made for Everglades Drainage—\$15,000,000 or \$20,000,000 Required to Complete Project—Would Stabilize Value of Florida Real Estate.

Tallahassee, Fla.—Arrangements have been completed with Eastern capitalists for financing the Everglades project, according to Gov. John W. Martin, who has recently conferred with financiers in New York relative to the proposed reclamation work. It is estimated that a loan of \$15,000,000 or \$20,000,000 will be required to complete the project. The proposition will be submitted to the legislature now in session, the Governor declaring that he will be delighted "if this administration can finance the district without liability to the people of Florida or to the people of the adjacent area." He states that if the legislature adopts his plans for the improvement and ratifies the financial proposal, work may start at once on the completion of old canals and digging new ones.

\$300,000 Hotel Completed at Concord.

A new \$300,000 hotel has recently been completed at Concord, N. C., for the Concord Realty Company, of which G. L. I'atterson is president and L. D. Coltrane, secretary and treasurer. The project is a community enterprise, the owning company having nearly 500 stockholders. One hundred guest rooms have been provided; 70 of these are equipped with baths, about equally divided between tub and shower. The



THE NEW HOTEL CONCORD, CONCORD, N. C.

building is fireproof, of steel, reinforced concrete, stone and brick, and has been so constructed that 50 additional rooms may be added at a minimum of cost. W. L. Stoddart of New York is the architect and the Hunkin-Conkey Construction Company of Cleveland, Ohio, general contractor. C. Ross Wenrick is the manager.

A bond issue of \$400,000 for public improvements has been sold by the City Commission of Birmingham, Ala., to Eldredge & Co. of New York at \$403,680.

A Wealth of Information on the South's Resources and Progress

THE trend of the nation's thought is Southward and it is our purpose in the 1927 issue of the Blue Book of Southern Progress to crystallize this sentiment in favor of the South.

The universal testimony as to the influence and effectiveness of the Blue Book in awakening the people of the South and elsewhere as to the vast possibilities of the South is our justification for

pressing upon the people of the whole country the value of the widest possible distribution.

The facts and information the book contains should be at the finger tips of every Southern business man and in every public and private library, school, college and university. Every professional man, especially public speakers, should be fully acquainted with its contents.

A Complete Survey of the South

The complete manner in which the Blue Book will cover all the important phases of the South's resources and comparative progress is indicated by the following partial summary of the subjects to be covered.

The Greatest Epic of Material Advancement the World Has Ever Known Is Being Written by the South A New Spirit Abroad in the South Officials of Southern Railroads Tell of Developments and Possibili-ties Along Their Lines

South's Building and Construction Record Public School Expenditures and Enrollment Figures Federal Tax Receipts Imports and Exports Highway Extension Program Railroads-The Progress and Prosperity Growth of Life Insurance Companies in United States and South Naval Stores Industry

Area of the South. Square miles by States. South's farm area by States, crop land and AREA pasture land.

POPULATION By States, 1880-1926; nativity of Southern white population; comparative statements of native and foreign born in South and whole country; negro population by States and geographical divisions; area and population in Southern

WEALTH Comparative statements of estimated value of property in the South as compared with the whole country; classifications by States and geographical divisions.

RESOURCES Varieties and extent of hardwood and softwood timber and area of woodlands; agriculture and livestock; manufacturing; water-power, potential and developed; metallic and nonmetallic minerals; railroads and highways; banking; fisheries; climate, etc.

AGRICULTURE Number of farms; farm values; land and farm area; value; farm acreage and production; tobacco. Cotton acreage, production and value; rice, fruits, vegetables, sugar cane and

by-products; early Southern food and fruit products. South's diversified farm crops by States.

Acreage, production and value, by States. Cottonseed production and value. COTTON

MANUFACTURING Capital invested and value of products. Diversity and extent. American commercial crop and world consumption; active spindles and looms in South as compared with the rest of country and the world; value of products, etc.; cottonseed oil industry. Lumber and timber production; furniture manufacturing; iron and steel and mineral industry output; cement; ceramic products, etc.

MINERALS

Coal; coke; iron ore; oil and gas; phosphate rock; potash; feldspar; sulphur; bauxite; lime; lead; mercury; barytes; manganese and manganiferous ore shipments; domestic clay mined and sold; statistics of mine, quarry and well operations.

FINANCE Banking in the South; National, State banks, loan and trust companies, savings and private banks; comparative banking statistics; Southern bond sales.

The 1927 issue of the

BLUE BOOK OF SOUTHERN PROGRESS

will be ready for distribution May 1, 1927

Single copies 50 cents

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All orders for less than 100 copies should be accompanied by check, money order or stamps.

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BALTIMORE MARYLAND

NEWS AND VIEWS FROM OUR READERS

[Publication in this department of letters from our readers does not mean that we either approve or disapprove the views expressed. We believe in a full and frank discussion of the mighty questions of the hour, for only in this way can the truth be found. Therefore, we often publish letters with which we do not agree.— Editor Manufacturers Record.]

Kansas City's Superb Location.

C. A. Burton, Kansas City Manager, Kewanee Boiler Company, Kansas City, Mo.

There is one thought that occurs to my mind quite forcibly, which I must present notwithstanding the fact that I am a Northern man. If our Northern people—I mean the newspaper and magazine men—don't unite their forces for the benefit of us folks who live north of the Mason and Dixon line, then you folks that live south of that line, through the medium of your great paper, are going to build up a manufacturing and industrial area in the South that will make the other sections scramble for first place if we don't look out.

Not only in your paper, but in others, are accounts of the steady and almost regular growth of industries in the warmer and Southern climates, a good many of which are leaving the North and moving to distant points from where raw material originates, and that there are altogether too many big factory plants with signs on them for rent or sale. It was really a heart-breaking trip which I recently made through the Northeastern States up as far as Boston and saw the large factory buildings advertised for sale.

What has become of the people that formerly used them? Upon inquiry I found that they have moved South and West. Why did they do so? Because raw material, transportation, labor conditions and climate all contributed to a more abundant final return, and also because it worked for a better distribution of their products at a lower cost for both manufacture and distribution.

I know you are keeping track of what we are doing in Missouri and in Kansas City. Our payrolls here are increasing every year and we are getting a good many industries of small size, but being in the center of an agricultural country I think our greatest future probably lies in the agricultural field. If we get river transportation so we can have low freight rates, we might be able to support, this far inland, large manufacturers of certain type, but I think those types have to be such as depend very largely upon products of the farms. We have near us large coal industries, oil, minerals, stone, building material, etc., but railroad transportation of this material is costly. We look for some relief in order to build up large industries.

We have two large cities in Missouri, St. Louis and Kansas City, and some very flourishing cities of smaller size. St. Louis has put on a program of building and many public improvements are under way. Kansas City is squirming around some, having a desire to take on a large line of public improvements, but we have not yet been able to get the vote of the people for such improvements.

Have you ever studied the map to see the fortunate place that Kansas City occupies? You stick a tack in Kansas City and you will find that the west line of West Virginia is 675 miles. Due west to Denver is 575 miles, due north to the Canadian line is 775 miles and south to Galveston is 775 miles. In other words, if you were to move Kansas City, 50 miles east to Brookfield, it would be in the exact geographical center of an area 1300 by 1500 miles across the corners. I think the area is about 1,278,725 square miles. I believe this area comprises the largest territory of tillable land there is in the world, and Kansas City is squarely in the center of

that empire. We ought to improve our opportunities on account of that. I don't know that we are. What we need is another virile, red-blooded, red-hot paper to enthuse the people of the whole territory around here to consider more earnestly their opportunities and to take a sharper advantage of their location to increase industry and build up the farms, which, in turn, will build up the cities.

Cities have to be built; more than that, the building of today is wrecked in 10 or 20 years and we have to build a new one, more in keeping with the times. The changes in transportation, the introduction of the automobile, the shifting of business centers, all the changes coming in the science of farming, the additional program in the schools, both city and county, and a hundred other influences are uniting to make the building of a city, in proper keeping with the general promise of the nation, a very interesting and very difficult job.

Along with all this there has to be carried a public sentiment in order to obtain funds to foster public improvements. I wish we had up here somebody with a fighting spirit, analogous to yours, that would arouse this territory to its possibilities.

That I read your paper is because I am interested. To me the progress of the people, the increase in the growth and the prosperity of all parts of the country reads like a fairy tale. I can comprehend the large figures to which it runs, because I deal in mathematical situations, and when I look back and think what we have risen to in a period of, say, 60 years, it certainly looks like a fairy proposition. More than that, it shows that whatever has been done in that time is only opening the door to the opportunities to come to the nation in the next similar period, especially if there shall exist a continued line of men enthusiastic over this possibility who will do for their country as much as you have been doing for yours in the way of personal effort.

A Suggested Farm Contract.

JAKE H. WILENSKY, Atlanta, Ga.

A prominent attorney in Columbia several weeks ago mentioned that he owned a farm of eighty-odd acres that was laying idle, as he did not seem to be able to get anybody to work it. I suggested that he try out the following plan in connection with a tenant farmer.

He told me that he would estimate the value of the farm as about \$3500. I told him to advertise in such papers as would get him the man he wanted, and enter into an arrangement with this man to work the farm, giving him the use of all land and buildings, telling this tenant that all he wanted out of it for the first year was \$100, second year \$200 and the third year \$300 net. That all he made over and above these amounts he could keep for himself.

The contract should be that 20 or 25 per cent of the land be planted in other than cotton, so as to provide the tenant with all of his own requirements in the way of food and other necessities that can be grown on this land. In other words, if a contract was entered into with the tenant, so that he would be forced to plan 25 per cent of the land in other than cotton and for such necessities as he and his family needed, it would not only reduce the cotton acreage, but would bring about a condition whereby the tenant would be in a position to prosper, and remain a tenant from year to year on the same land instead of moving about.

THE IRON AND STEEL SITUATION

Steel Unaffected by Coal Strike.

Pittsburgh, April 4-[Special.]-News of the coal strike, which nominally began last Friday but practically has its beginning this week, will not be important in its bearing on the final outcome in the early weeks, perhaps even in the first two or three months. There is no likelihood of the steel business being affected to any substantial extent, either as to buying of steel or as to production.

Chances are about even as to whether or not the official report of steel-ingot production last month will break the record for a month's production made in March of last year. A small percentage of the production was due to provision against the coal strike, so that consumption of steel is not running altogether as high as a year ago, but the difference is almost inconsequential.

Despite various predictions as to building operations this year, the outlook is that substantially as much steel will be used in building construction as formerly. Buying of both nails and standard pipe, which are closely associated with building, has been increasing up to date in a seasonal manner. Fabricated structural-steel lettings in March seem to have run fully as heavy as in January and February

Trade in tubular goods for oil and gas well drilling this year cannot possibly match last year, which was altogether exceptional. Line-pipe demand has been exceptionally heavy in the past six months and will make up for part of the decrease in well material. Also the accumulation of oil has been bringing a large volume of plate business for oil-storage tanks.

On rail orders placed in the rail-buying season late last year deliveries have been very heavy in the past three months and will necessarily run somewhat lighter in the second quarter. The automobile industry has continued increasing its activities.

Finished-steel prices show no quotable change. In several lines prices show a range according to tonnage, point of delivery, etc., but the general average holds. Sheets are said to be slightly firmer, with wire products holding quite rigidly in the North, but shaded in some sections of the South.

Basic pig-iron at Valley furnaces has advanced 50 cents to \$19, furnace, on a single sale of 7500 tons, and there is no other inquiry in the market. Bessemer remains at \$19.50 and foundry at \$18.50.

Connellsville coke for spot shipment remains easy, there being offerings at \$3.25. Contracting for the new quarter was at \$3.50 to \$3.75, or at less than producers expected.

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Steel Market Shows Activity.

Birmingham, Ala., April 4-[Special.]-The second quarter of the year has started with the furnace interests having booked in the past week quite a little tonnage and the larger melters have been in the market. While there is yet much buying to be looked forward to before the three months are past, the start is fairly favorable and no schedule of curtailment of production is in immediate sight. Quotations are firm at \$18 per ton, No. 2 foundry, 1.75 to 2.25 per cent silicon, and \$19 is still being asked for small lots, immediate delivery. There are numerous orders reported of from one to three car lots of iron and the hand-to-mouth buying on the part of some of the industries which can melt as much as 25 tons of iron daily will continue, it is apparent.

Production of pig-iron in Alabama is being held steady, 11 blast furnaces making foundry iron, 11 basic and 1 ferromanganese. It was intimated recently that one or two furnaces would be blown out to curtail production to regulate supply and demand. In the last few days, however, it became known that there would be warrant for steady production, and the plans may not be carried out as to cutting down the make for the time being.

Cast-iron pressure-pipe shops are making pipe steadily. Considerable stock was accumulated during the past few weeks, but shipments are starting in at such an active pace that within a very short while this stock will be materially reduced. Expectations are that the pipe industry will be good through the second quarter and even longer.

The steel market here is very active. Practically all the open-hearth furnaces are in operation and many of the mills and shops are going to capacity. Fabricating shops on structural steel are still busy and further business is in sight. Present conditions will continue indefinitely, it is expected.

Tank works report a little improvement also and the sheet mill is supplying a greater tonnage also.

Coal production in Alabama remains steady, with the summer prices now on. For four to six months lower prices

The coke market is holding firmly. Reduction in prices as to domestic coke for household purposes mainly ranging from 25 to 75 cents, but domestic foundry coke remains at \$5.50 for contracts and \$6 on spot coke, with \$6 being asked for beehive coke and some at \$6.50.

The scrap iron and steel market is still slow, though much heavy melting steel and No. 1 cast is moving. The quotations are unchanged. Blast-furnace interests are using some scrap, though there is a claim that pure ore iron is produced by some of the independents.

Governor Bibb Graves, with his secretary, Gaston Scott, and Charles A. Moffett, president of the board of administration, met in conference with industrial leaders here the past week and concluded on developing the department of Commissioner of Agriculture and Industries, a department to be established which will seek to bring industries into the State. In the conference were Thomas W. Martin, president: R. A. Mitchell, vice-president; E. A. Yates, vice-president and general manager of the Alabama Power Company; George Gordon Crawford, president of the Tennessee Coal, Iron and Railroad Company; Hugh Morrow, president of the Sloss-Sheffield Steel and Iron Company; Theodore Swann, president of the Federal Phosphorus Company; J. S. Sewall, leading marble interest of the district; John Cochrane of Mobile, railroad developer; R. E. Steiner, prominent attorney of Montgomery, and several others.

Quotations of pig-iron and iron and steel scrap are as follows:

PIG-IRON.

No. 2 foundry, 1.75 to 2.25 per cent silicon, f. o. b. furnaces, \$18.00 to \$19.00; No. 1 foundry, 2.25 to 2.75 per cent silicon, \$18.50 to \$19.50; iron of 2.75 to 3.25 per cent silicon, \$19.50 to \$20.50; iron of 3.75 to 4.25 per cent silicon, \$20.00 to \$21.00; charcoal iron, f. o. b. furnace, \$29.00.

OLD MATERIAL.		
Old steel axles	\$16.00 to	\$17.00
Old iron axles	16.00 to	17.00
Old steel rails	12.50 to	13.00
Heavy melting steel	12.00 to	13.00
No. 1 cast	15.00 to	16.00
Stove plate	13.00 to	14.00
No. 1 railroad wrought	11.00 to	12.00
Old car wheels	14.00 to	15.00
Machine-shop turnings	8.00 to	8.50
Old tramcar wheels	15.00 to	16.00
Cast-iron borings	8.00 to	8.50
Cast-iron borings (chem.)	13.00 to	14.00

Looking to Use of Lower-Grade Iron Ore.

New features in concentrating ore from the Mesaba range are discussed by A. K. Knickerbocker of the Manganiferous Iron Company and the Stanley Mining Company of Crosby, Minn., in the Mining Congress Journal.

"Within 15 or 20 years there will be a scarcity of highgrade ores," says Mr. Knickerbocker. "To the postponement of the day of exhaustion of these important reserves of iron ore we must look to beneficiation of ores."

He refers to the treatment of ores at the Mary Ellen mine at Biwabik, Minn., which in their crude state have 40 per cent of iron. This material, being unmerchantable, must be beneficiated, and by such process the iron content has been increased to 58 per cent. The South also has great resources of iron ore which could be profitably utilized under such a method.

Increased Pig-Iron Production in 1926.

According to the American Iron and Steel Institute, New York, the combined production of pig-iron and ferro-alloys in the United States in 1926 amounted to 39,372,729 tons. The production in 1925 amounted to 36,700,566 tons, in 1924 31,405,790 tons were produced, 40,361,146 tons in 1923 and 27,219,904 tons in 1922.

More than 4,500,000 tons of the country's pig-iron output was in the Southern States last year. Though there was an increase in the South as a whole in 1926, compared with 1925, Virginia, West Virginia and Kentucky each reported a smaller output compared with the previous year.

PRODUCTION OF PIG-IRON AND FERRO-ALLOYS BY STATES,

	1920-1920.	roduction-g	rose tone	
		rounction—g	toss tons-	Per
States	1926	1925	Increase	cent
Pig-iron:				
Pennsylvania	13,231,890	12,239,776	992,114	8.11
Ohio	9,261,405	8,767.772	493,633	5.63
Indiana, Michigan	4.377,068	4,119,811	257,257	6.24
Illinois		3,604,255	52,433	1.45
Alabama	2,933,796	2.815.688	118,108	4.19
Massachusetts, New York		2,070,854	528,663	25.53
Maryland	796,964	685,662	111,302	16.23
Colorado. Utah	608,834	484.420	124,414	25.68
Wisconsin, Minnesota		468,479	69,020	14.73
West Virginia, Kentucky		650,483	*136,489	*20.98
Tennessee	96,165	95,530	635	.66
Virginia		113,581	*28,984	*25.52
Total pig-iron	38,698,417	36,116,311	2,582,106	7.15
Ferro-alloys:				
Pennsylvania	355,991	283,709	72,282	25.47
Iowa	145,684	136,006	9,678	7.12
New York, New Jersey.	129,744	116,879	12,865	11.01
Maryland, Virginia. West Virginia, Tennessee		47,661	*4,768	*10.00
Total ferro-alloys	674,312	584,255	90,057	15.41
Grand total	39,372,720	36,700,566	2,672,163	7.28

Bentonite Deposit Being Developed in North Carolina.

D. C. Stainback of Germanton, Stokes county, North Carolina, advises the Manufacturers Record that he and associates are developing a tract of 70 acres containing large quantities of bentonite, which is of value to the ceramic industry and to manufacturers of abrasives. The deposit is said to be uniform in texture and composition. Mr. Stainback states it is used by residents of the section as varnish on the inside of their houses, because when it dries it glistens and gives a pleasing effect. Smoking pipes that are both strong and light are made from it.

Crusader Pipe Line Purchased for \$2,500,000.

Donald F. Walker, secretary-manager of the Chamber of Commerce of Monroe, La., wires the Manufacturers Record that H. M. Brown of St. Louis has purchased the Crusader pipe line for \$2,500,000. This property was owned by the Crusader Pipe Line Company, with offices at Shreveport, La., the line having been completed in 1926 for the purpose of conveying crude oil from the South Arkansas fields to tidewater for export. It is understood that Mr. Brown represented the Continental Supply Company of St. Louis in the transaction.

RAILROADS

SOUTHERN RAILWAY'S REPORT FOR 1926. Freight Traffic on the System Was Record-Break-

Freight Traffic on the System Was Record-Breaking in Volume.

In the annual report of the Southern Railway Company for the year 1926 President Fairfax Harrison gives some very interesting and impressive facts as follows:

"A record-breaking volume of freight was handled, the equivalent of moving more than 9,000,000,000 tons a distance of one mile. This was an increase of 9.06 per cent over the previous year. Although the average revenue unit declined (1.25 cents per ton per mile, compared with 1.291 cents in 1925 and with 1.531 cents in 1921) by reason of an increased proportion of low-class tonnage, the increase in volume brought in gross earnings from freight traffic which were the largest in the company's history—a total of \$112,772,537, compared with \$106,776,762 in 1925. The healthy diversification, which for years has been a characteristic of the Southern's freight traffic statements, is shown by the statistics.

* * It will be noted that raw cotton constituted but 1.73 per cent of the total tonnage in a year when the cotton crop was of unprecedented size.

"On the other hand, passenger traffic slowed down. The improvement noted in the annual report last year continued during the first seven months of 1926. Then began a comparative decline which continued through the remainder of the year. The passenger revenue for the period from January to July, inclusive, in 1926 was 3.51 per cent in excess of the same period of 1925, while for the remaining five months of 1926 it was 8.47 per cent below the same period of 1925. * * * The soft spot is not far to seek. The loss is in local travel, which has turned to motor vehicles progressively as hard-surface highways have been built by the States.

"From through or long distance travel the revenue in 1926 exceeded that of 1925 by \$428,841. But even here there was a decrease in comparative growth, for the increase from through passenger traffic in 1925 was \$1,887,126 over 1924. These last figures reflect a local condition, however, the turn of the tide in Florida travel incident to the crescent and decrescent phases of a conspicuous real estate boom which for a few months attained national significance and attracted speculative pilgrims from far and wide. For the full year the volume of passenger traffic was the equivalent of carrying 881,000,000 passengers one mile, compared with 902,000,000 the year before, a decrease of 2.34 per cent. * *

"The South has completed another year of constructive material progress. Evidences in support of that claim are that 362 new traffic-producing industries were established on Southern Railway system lines and 340 additional industrial establishments were enlarged. These industries represent 94 different lines of manufacturing and distribution. Perhaps the most conspicuous growth has been in the cotton-textile industry. That growth in the cotton-growing States since the organization of the Southern Railway Company in 1894 is graphically shown by the chart."

The chart will be found in the detailed report which appears elsewhere in this issue.

"The improvement program," says President Harrison, "during the year took the form largely of adding to the capacity of the heavy traffic single-track lines through the strengthening of structures and lengthening of passing tracks to permit the operation of heavier engines hauling longer trains, and the installation of automatic electric block signals and train-control devices to expedite and protect the train movement. * * * A total of 320 miles of new 100-pound rail was laid, replacing 85-pound rail. The new equipment

referred to in the report for last year, consisting of 61 locomotives, 2750 freight cars and 50 passenger-train cars, were received from the builders and placed in service during the year."

Total operating revenue of the company for 1926 was \$155,467,975 and operating income after expenses, taxes, etc., was \$35,528,783; gross income, \$41,385,736; balance of income over charges, \$23,596,721.

BIG YEAR FOR SOUTHERN PACIFIC LINES. New Route From Pacific Coast to Mexico City Practically Complete—Construction in Texas.

The forty-third annual report of the Southern Pacific Lines and affiliated companies for the year 1926 has been published, showing very gratifying results. Railway operating revenues increased nearly \$5,750,000 and operating expenses decreased slightly, while the net revenue from railway operations increased several thousands of dollars more than did the gross earnings. Concerning the new railroad construction undertaken in Texas, the report says:

"On July 31, 1926, the Interstate Commerce Commission authorized the San Antonio and Aransas Pass Railway Company to construct a line of railroad approximately 85 miles in length, extending from the present terminus of the Falfurrias branch, southerly through Brooks and Hidalgo counties, to the international boundary line between the United States and Mexico; also a branch line from Edinburg on the same line easterly through Hidalgo and Cameron counties to Harlingen, a distance of approximately 35 miles. The work of construction was commenced immediately upon receipt of the Commission's order, and at the end of the year approximately 73 miles of the extension from Falfurrias southward and 10 miles of the branch from Edinburg to Harlingen had been completed, while the grading of the remainder of the mileage, ready for ties and rails, was about completed. Regular freight and passenger service between Falfurrias and McAllen, and freight service on 15 miles of the line east of Edinburg, was established early in February, 1927.

"Application for authority to extend the Harlingen branch from Harlingen to Brownsville was filed with the Commission on October 21, 1926, and a hearing on this application was held at Houston December 2, 1926. The Commission has not yet rendered its decision on this application."

Of the extension in Mexico, which is to connect up a through line direct from the Pacific Coast of the United States to Mexico City via Guadalajara, the report says:

"At the time of publishing last year's report it was thought that the 102.78-mile gap in the main line between Tepic and La Quemada would be completed and balasted by January, 1927, but unexpected difficulties in the nature of slides and heavy formation in tunnels, storms of unprecedented severity in the latter part of the year and the unsettled condition of the country caused the work to be delayed. At the end of the year, however, all the tunnel excavations and all the grading had been completed and all but about 4.11 miles of track laid. The ballasting of the new line is being pushed as rapidly as possible, and it is now thought that the new line completely ballasted will be ready for operation early in April 1927."

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Relative to conditions along the Texas and Louisiana lines of the Southern Pacific system, the report says that the Texas cotton crop was the largest in the history of the State, the yield being estimated at around 6,000,000 bales. There was general depression resulting from the low price of cotton, but owing to the constructive manner in which the cotton situation is being met by crop diversification programs and the progressive spirit of the territory it is thought that the business for these lines should at least equal that of 1926.

The income account shows that railway operating revenues

of the system for the year were \$298,800,998.06; increase, \$5,726,444.59; railway operating expenses, \$215,595,480.27; decrease, \$13,837.92; net revenue from railway operations, \$83,205,517.79; increase, \$5,740,282.51; net railway operating income, \$55,796,717.77; increase, \$5,482,958.55; gross income, \$67,703,740.41; increase, \$5,090,538.02; net income, \$38,791,373.50; increase, \$3,133,963.25; income balance transferred to credit of profit and loss, \$37,173,181.11; increase, \$2,875,216.01.

Particulars will be found in the detailed report which appears elsewhere in this issue.

New Frisco Stock for Capital Needs.

It is announced in New York that Speyer & Co. and J. & W. Seligman & Co. have underwritten \$15,096,200 of additional common stock of the St. Louis-San Francisco Railway that is being offered by the company to the common stockholders for subscription at par and accrued dividend. The proceeds of this new issue of shares are expected to provide for capital requirements, including the construction of 152 miles of new railroad for which contracts have already been let, as previously reported, from Aberdeen, Miss., to Kimbrough, Ala., to connect the Memphis-Birmingham line of the Frisco system with the Muscle Shoals, Birmingham and Pensacola Railroad, which the company owns and which is being improved for its trains to reach Pensacola, Fla.

In this connection it is interesting to remember that the Southern Railway and the Atlantic Coast Line last year issued large amounts of new common stock to provide for their capital requirements instead of issuing bonds.

Freight Loadings Increasing.

For the second consecutive week this year loading of revenue freight on the railroads for the week ended on March 19 exceeded the million-car mark, according to the Car Service Division of the American Railway Association. The total for the week was 1,006,861 cars, an increase of 29,843 cars over the corresponding week last year and an increase of 95,380 cars over the corresponding week in 1925. It also exceeded by 1146 cars the preceding week of this year, the increase being due almost entirely to the heavier movement of miscellaneous freight, which totaled 370,871 cars. Loadings of revenue freight reported from January 1 to March 19 this year, inclusive, totaled 11,356,187 cars, which compares with 11,015,040 cars in the corresponding period of last year and with 10,849,640 cars in the same period of 1925.

M-K-T Shippers' Directory.

The Official Industrial and Freight Shippers' Directory of the Missouri-Kansas-Texas Lines is a richly bound book of about 150 pages, giving full information of value to merchants, manufacturers and others who are shippers of freight. It was compiled by R. C. Dyer from information furnished by the industrial and freight traffic departments, T. L. Peeler of Dallas, Texas, being the industrial commissioner; George T. Atkins of St. Louis, Mo., being freight traffic manager, and W. G. Crush of Dallas, Texas, being the passenger traffic manager. The volume has a handsome cover of fabrikoid in imitation of brown seal leather, which is substantial as well as attractive.

Frisco System Lets Contracts.

Contracts have been awarded by the St. Louis-San Francisco Railway Company to the Reed & Lowe Company, Birmingham, Ala., for grading needed at Yale, Tenn., near Memphis, for the construction of shops, etc., and to the Layne-Central Company of Memphis to drill two deep wells with a capacity of 1000 gallons per minute, the latter to cost \$20,000. The Virginia Bridge and Iron Works of Roanoke, Va., was given a contract, for bridges on the Pensacola extension of the system.

GOOD ROADS AND STREETS

Plans \$8,500,000 Bridge Across Mississippi River.

A hearing was recently held at Vicksburg, Miss., by Maj. John C. H. Lee, United States District Engineer, on an application by the Vicksburg Bridge and Terminal Company for authority to build a bridge across the Mississippi River at Vicksburg, estimated to cost \$8,500,000. Discussing the hearing and plans for the bridge, Frank H. Andrews, secretary of the Board of Trade and Chamber of Commerce of Vicksburg, advises the Manufactureer Record that a number of witnesses, many of them Mississippi River pilots, testified that the bridge would not unduly affect the use of the river by carriers. Testimony in the case will be submitted, with recommendations of Major Lee, to Col. Charles L. Potter, president of the Mississippi River Commission, St. Louis, who will transmit it to the chief of engineers for final action.

Plans submitted by the company call for a bridge across the river approximately at right angles to the channel, one and one-quarter miles downstream from the mouth of the Yazoo River Division Canal. There are to be six fixed steel truss spans on concrete piers as follows: East shore span, about 420 feet; channel span, 800 feet; then four 400-foot spans to the west shore line. The height in the clear will be 55 feet above high water. It is understood that the Illinois Central Railroad has signed a contract for the use of the bridge.

Kentucky Invites Road and Bridge Bids.

Frankfort, Ky.-Bids will be received until April 28 and 29 by the State Highway Commission for 16 road and 4 bridge projects, the former to cover a total of approximately 100 miles of construction and 39 miles on which crushed limestone will be dumped. Bridge bids will be received on April 28 to embrace the following: Earth approaches and bridge over L. & N. R. and L. & I. tracks, near Simpsonville, in Shelby county, to consist of 1070 feet of graded earth approaches and nine 30-foot reinforced concrete girder spans; bridge over Levisa Fork of Big Sandy River and tracks of the C. & O. R. R. at Shelby Junction, in Pike county, to consist of four 150-foot steel spans, substructure, concrete piers and abutments and two 45-foot concrete spans; bridge over Tradewater River, on the Princeton-Dawson Springs road, in Caldwell and Hopkins counties, to consist of one 180-foot steel span and additions to present abutments, and for a bridge over the Southern Railway tracks near Walton, in Boone county, to consist of one 66-foot and two 44-foot reinforced concrete spans and concrete substructure.

Bids will be received until April 29 for 12 road projects covering the construction of approximately 20 miles of surfacing of alternate types, 53 miles of grade and drain, 4.4 miles of reconstruction and surfacing, and 22 miles of grade, drain and surfacing. On the same date bids will also be received on the four projects calling for the delivery of crushed limestone as referred to in the foregoing.

Houston Appropriates \$548,000 to Pave Boulevard.

Houston, Texas.—City council approved a recommendation by Ben S. Davison, street and bridge commissioner, that \$548,000 be appropriated out of the bond fund to pay for the city's part in paving Navigation boulevard. Contract for the work, calling for three-inch brick material, was awarded to Smith Brothers, Houston. One section of the boulevard will be 120 feet wide, to consist of 30 feet of sidewalk, 60 feet of street, with a 30-foot esplanade, while the other section will be 60 feet wide.

South Carolina Road and Bridge Bids.

Columbia, S. C.—Bids will be received until April 14 by the State Highway Department for the construction of roads and bridges, the former to cover six projects, embracing a total of more than 37 miles. This will include 10.32 miles of surfacing, 11.76 miles of grading, 3.29 miles of earth road and 11.76 miles of construction, with a treated-timber bridge.

Bridge construction calls for an overhead bridge near Parker's Ferry, in Charleston county; reinforced concrete and timber bridge over Santee River, in Charleston and Georgetown counties; overhead bridge near Duncan, in Spartanburg county; treated-timber and structural-steel overhead bridge near Liberty, in Pickens county; approaches to overhead bridge and construction of treated-timber and structural-steel bridge near Courtney, in Oconee county; approaches to Turkey Creek bridge, in Edgefield county, and for placing clay on sand-fill approaches to the Santee River bridge on routes 4 and 30.

Virginia Road Contracts Approximate \$575,000.

Richmond, Va.—Contracts were awarded by the State Highway Commission for road and bridge construction to cost approximately \$575,000 and to cover the following work: Nearly 6 miles on the Washington highway, C. S. Luck & Sons, Richmond, contractors, at \$237,686; about 6.5 miles on route 31, McGuire & Co., Durham, N. C., contractors, at \$259,604, and span over Roanoke River, on same route, J. S. Bowers, Whitesville, N. C., contractor, at \$29,138; bridge over Meherrin River, on route 31, Woolford & De Jarnette, Princeton, W. Va., contractors, at \$24,809, and about 2 miles of grading and drainage on route 14, West-Roberts Construction Company, Pulaski, Va., contractor, at \$22,232.

\$10,863,100 of Federal Funds Available for Texas Roads.

Austin, Texas, April 4—[Special.]—Coincident with the announcement by the State Highway Commission that Federal aid for the construction of roads in Texas has been restored after being withdrawn for several weeks comes the statement by T. H. McDonald, director of the United States Bureau of Public Roads, that there is now available for this State the sum of \$10,863,108. This will be matched by State funds and will enable the Highway Commission to carry on an extensive road-building program during the present year, It is stated.

Texas County Asks Bids on \$1,500,000 Bonds.

Archer City, Texas.—Sealed proposals will be received until April 14 by the Archer County Commissioners' Court for \$1,500,000 road bonds. Bids will be received separately on straight 30-year serial bonds bearing an interest rate of 4½, 4¾, 5, 5¼ or 5½ per cent and straight 30-year serial bonds, with a 15-year option of redemption, bearing one of the above rates of interest. H. V. Pearston is the county judge.

Missouri County to Vote on \$850,000 Bond Issue.

Moberly, Mo.—Details are being arranged by the Randolph County Commissioners for calling an election on an \$850,000 road bond issue. It is proposed to issue \$500,000 for the completion of the State road system in the county and \$350,000 for a county system. A \$750,000 bond issue was recently defeated by a small majority.

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Woolen Mills Building Warehouse.

The Mayfield Woolen Mills of Mayfield, Ky., H. J. Wright, president, advise the Manufacturers Record that they are building a raw-material storage warehouse, 82 by 114 feet, 18 feet high, of modern construction. Jemison & Edings of Paducah, Ky., are the architects and L. A. Thorpe, Mayfield, the general contractor.

Arkansas Cotton Trade Association to Meet.

Little Rock, Ark.—The annual meeting of the Arkansas Cotton Trade Association will be held in this city on April 23. The selection of this date was made in order to have the meeting in advance of the annual meeting of the American Cotton Shippers' Association, which will be held in Memphis, Tenn., on April 29 and 30.

Acme Spinning Company to Build \$500,000 Mill.

A. C. Lineberger, president of the Acme Spinning Company, Belmont, N. C., advises the Manufacturers Record that it will build a duplicate mill of the one it now operates, which houses 16,320 spindles. The cost of the additional plant will be about \$500,000, to be provided by a \$400,000 issue of preferred stock and the use of surplus now on hand, the new stock to be sold to present stockholders at par. Machinery has been contracted for.

Jefferson Woolen Mills Adding to Plant.

Extensive additions are being made to the plant of the Jefferson Woolen Mills of Knoxville, Tenn. Construction includes a weave room and a building for carding. Baumann & Baumann are the architects and Gervin & Gervin general contractors, both of Knoxville.

The Jefferson plant is equipped with 5 sets, 3246 mule spindles, 120 looms and dyeing department for the production of cassimeres and homespuns.

Hosiery Mill for Burlington, N. C.

H. B. Skinner, secretary of the Chamber of Commerce, Burlington, N. C., advises the Manufacturers Record that another new hosiery mill, to be known as the East End Hosiery Mill, for the manufacture of silk half-hose, has been established in Burlington. The plant is at present located on East Davis street, but with the coming of summer it is thought additional quarters will be needed for the expansion of operations and a new building may be erected. The output will be handled by the Standard Hosiery Mills of Burlington and Alamance, N. C.

\$60,000 Expenditure to Enlarge Appleton Mills.

Anderson, S. C.—Plans have been made by the Appleton Manufacturing Company for the erection of 25 additional cottages for operatives at its mill here and for the installation of 100 additional Draper looms, the former to cost about \$40,000 and the latter \$20,000. Drawings and specifications for the cottages have been prepared by J. E. Sirrine & Co., Greenville, S. C., 15 of them to be of six rooms, so arranged as to accommodate a large family or two small ones, and the remaining 10 to be of four rooms. The Townsend Lumber Company of Anderson has contract to erect them. With the installation of the new looms the mill will have a total of 1000.

Contract for Extension and Cottages.

The American Textile Company, J. A. Miller, president, Atco, Ga., advises the Manufacturers Record that contract for the proposed extension to its plant has been awarded to Sam N. Hodges of Atlanta, who will also build 74 cottages. As detailed in the Manufacturers Record of March 24, the new extension will house 17,000 additional spindles, increasing the spindleage of the mill to 50,000, with 1350 looms. L. W. Robert & Co., Atlanta, are the engineers.

Cotton Manufacturers' Association of Georgia.

Atlanta, Ga.-At a special meeting here of officers, directors and former presidents of the Cotton Manufacturers' Association of Georgia it was decided to hold the twentyseventh annual convention of the Association in Atlanta this year on April 19. Sessions will be held at the Georgia School of Technology and it is planned to build the entire program around the activities of the textile department of that institution. It is the desire of the Association and school executives to bring about a better understanding between the school and mills, and to this end several former graduates of the school, who are now mill executives, will be asked to participate in the program, as will other leaders of the textile industry. In arranging the meeting, George S. Harris of this city, president of the Association, has had the co-operation of Dr. M. L. Brittain, president of the school, and H. S. Busby, director of the textile department.

Grinnell Company Has Big Contract on Chicopee Mill.

The Charlotte office of the Grinnell Company, Providence, R. I., H. P. Conway, Southern district manager, advises the Manufacturers Record that it has a contract amounting to more than \$100,000 for equipping the new mill at Gainesville, Ga., of the Chicopee Manufacturing Company, with automatic sprinkler, heating, power piping, humidifying and air-cleaning systems. The sprinkler system will consist of more than 3500 Grinnell silica bulbs, 135-degree-type heads on wet pipe and dry pipe system, with dry pipe valve and accelerator.

Power piping will consist of piping for two 200-horsepower water-tube oil-fired boilers, supplying steam for process work and heating, while the heating plant will involve unit heaters, with little exposed pipe and all-distributing mains in insulating conduit under ground. The American Moistening Company, a subsidiary of the Grinneli Company, will handle the humidifying and air-cleaning equipment, installing 234 Duplex heads, with 24 automatic controls and 153 air-cleaning stations.

As reported last fall, general contract for a weave-mill bleachery and power-house was awarded to the Fiske-Carter Construction Company of Greenville, S. C., J. E. Sirrine & Co., Greenville, are the engineers and E. S. Draper of Charlotte landscape architect.

Contracts Exceed \$2,500,000.

Raleigh, N. C.—A tabulation of bids recently submitted to the State Highway Commission for the construction of 20 road and bridge projects indicates that construction costs will exceed \$2,500,000. The work will include approximately 80 miles of hard-surfaced roads, 63 miles of improved dirt roads and two bridges. One of the bridges will be built over Green River, in Henderson county, at a cost of \$103,700, and the other over Yadkin River, in Davie county, at a cost of \$145,616.

An election has been called for May 3 by the Magoffin County Court, Salyersville, Ky., on a bond issue of \$200,000 for the construction of roads.

LUMBER AND BUILDING MATERIALS

Little Change in Softwood-Lumber Industry.

Washington, April 2.—While there was a slight decrease in new business last week as compared with the preceding week, there was practically no change in production and shipments, according to telegraphic reports received by the National Lumber Manufacturers Association, for the week ended March 26 from 332 of the larger commercial softwood mills of the country. When compared with the corresponding period a year ago, however, there are decreases in all three items that are not to be accounted for by the smaller number of reporting mills. Reports received from 143 hardwood operations show no noteworthy change from the week before. In comparison with the same period last year there was a slight decrease in production, shipments were about the same and a big increase in new business.

The unfilled orders of 193 Southern Pine and West Coast mills at the end of last week amounted to 542,637,232 feet, as against 536,871,483 feet for 193 mills the previous week. The 119 identical Southern Pine mills in the group showed unfilled orders of 237,678,438 feet last week, as against 241,247,366 feet for the week before. For the 74 West Coast mills the unfilled orders were 304,958,794 feet, as against 295,624,117 feet for 74 mills a week earlier.

Altogether the 311 comparably reporting softwood mills had shipments 108 per cent and orders 110 per cent of actual production. For the Southern Pine mills these percentages were, respectively, 103 and 97, and for the West Coast mills 104 and 111.

Of the reporting mills the 288, with an established normal production for the week of 192,968,816 feet, gave actual production 90 per cent, shipments 97 per cent and orders 98 per cent thereof.

The following table compares the lumber movement, as reflected by the reporting mills of seven softwood and two hardwood regional associations, for the three weeks indicated, 000's omitted:

Pas	Past week		Corresponding week 1926		Preceding week 1927 (revised)	
Soft-	Hard-	Soft-	Hard-	Soft-	Hard-	
wood	wood	wood	wood	wood	wood	
*Mills 311	143	346	142	315	136	
Production 181,909	20,279	236,158	22,206	182,431	21,270	
Shipments 196,745	22,949	237.471	22,756	196,446	22.725	
Orders199,967	25,577	233,007	18,599	207,758	24,304	

*Fewer West Coast mills are reporting this year; to make allowance for this add 26,000,000 to production, 25,000,000 to shipments and 27,000,000 to orders in comparing softwood with last year.

The following revised figures compare the lumber movement of the same regional associations for the first 12 weeks of 1927 with the same period of 1926, 000's omitted:

	Production-		Shipments		Orders-	
	Soft-	Hard- wood	Soft- wood	Hard.	Soft- wood	Hard- wood
1927	2,217,786	351,341	2,248,420	344.624	2,411,224	358,807
1926	2.577.232	307.872	2,691,388	300,528	2,789,277	314,102

The Southern Pine Association reports from New Orleans that for 119 mills reporting shipments were 2.85 per cent above production and orders 2.79 per cent below production and 5.48 per cent below shipments. New business taken during the week amounted to 61,523,452 feet (previous week 69,452,150), shipments 65,092,380 feet (previous week 63,835,-144) and production 63,287,473 feet (previous week 63,348,-315). The normal production of these mills is 74,611,376 feet. Of the 119 mills reporting running time, 83 operated full time, 15 of the latter overtime. Six mills were shut down and the rest operated from two to five and one-half days.

The North Carolina Pine Association of Norfolk, Va., with three more mills reporting, shows a marked decrease in production, some increase in shipments and approximately 45 per cent increase in new business.

The Hardwood Manufacturers Institute of Memphis, Tenn.,

reported from 120 units (seven more mills than reported for the previous week) production about the same, a little increase in shipments and new business considerably more than that reported for the week before. The normal production of these mills is 21,336,000.

Organize to Further Sale of Southern Pine.

New Orleans, La., April 2—[Special.]—This month the Southern Pine Association will organize two additional groups of salesmen representing its subscriber mills in Texas and Arkansas. The activities of J. F. Carter, field representative, and L. R. Putman, merchandising counsel, in the creation of these sectional groups have been confined, with one exception, to territory east of the Mississippi. This extension into the Southwest results, it is announced, from the hearty endorsement of subscribers during the recent annual convention of the Association.

Group meetings will be held in Fort Worth, at the Hotel Texas, Thursday, April 14, and in Little Rock, at the Hotel Marion, Friday, April 15, the first coincident with the convention of the Lumbermen's Association of Texas and the second with the Arkansas Association of Lumber Dealers.

Plans Two Highways to Cost \$450,000.

Union, Miss.—Newton county will vote April 19 on a bond issue of \$225,000 to supplement a similar amount to be donated by the Federal Government for the purpose of building and taking over two cross-county highways. One will extend east and west and the other north and south, both to cross the entire county.

Sewers to Cost \$1,000,000.

Solomon, Norcross & Keis of Fort Lauderdale, Fla., engineers for sanitary and storm sewers to be installed by the city of Fort Lauderdale, advise the Manufacturers Record that plans and specifications have been completed and that work will probably start as soon as legal and financial arrangements have been made. The project is estimated to cost considerably more than \$1,000,000.

Miami Joins National Protective Movement.

Through its Chamber of Commerce the city of Miami, Fla., has joined the national movement in defense of American labor and American standards against attack by foreign near-pauper labor through competition of foreign goods with American products. The prosperity of Miami, Florida and the United States, says the Chamber of Commerce, "is imperiled through the importation of various commodities, such as brick, cement, plate glass, pig-iron and steel," and the following resolution has been adopted:

"First—That public moneys should not be expended for the purchase of foreign products to be used in public improvements to the detriment of American industries and taxpayers;

"Second—That this Chamber of Commerce, through its executive officers and individual members, exert every proper effort to impress upon their national, State, county and municipal legislators and officials the good public policy of encouraging in every way the purchase of American-made products which come into competition with foreign-made products;

"Third—That civic bodies in the city of Miami and the State of Florida be urged to adopt and publish resolutions similar to those adopted by the Miami Chamber of Commerce to the end that American products may be used in place of competitive foreign products and the prosperity of the city, State and nation thereby enhanced."

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Coal-Storage Economy Bin.

One of the Stearns-Holotile storage bins, patented by the Stearns Conveyor Company of Cleveland, and installed at the power and heating plant of the Ohio Farmers' Cooperative Milk Association of that city, is described as to its coal-handling economies by the chief engineer of the plant thus:

"We decided to use the pulverized coal system. The coal is brought to the plant by a spur track and is dumped through a grating into a hopper below the track level. Thence it is carried on a short belt conveyor to the base of a silo-like hollow tile structure known as a Stearns Holotile storage bin. A bucket elevator built onto the outside of the bin serves to carry the coal to the upper part of the structure, which forms the live storage section and which has a capacity of 45 tons. This section consists of a steel cone, suspended at a suitable distance below the eaves of the roof of the bin. Around the circumference of this cone



BIN AT MILK PLANT IN CLEVELAND.

are four vertical 10-inch diameter steel pipes, and thus, as soon as the live storage is filled, the surplus coal overflows into the reserve storage section, which forms the lower part of the bin. Thence it may be reclaimed as required into the live storage by the same elevator.

"If necessary, of course, the live-storage portion may be used without storing reserves, though this is not our practice. This coal-storage handling system works exceedingly well and it saves a considerable amount of labor. Moreover, since the bin is roofed over and thoroughly weatherproof without periodical repainting, the coal cannot get damp while in storage. Another point is that the falling of the coal from the live storage to the reserve storage frees it from any impounded air, thus avoiding the risk of spontaneous combustion.

"Passing down the steel pipe from the base of the livestorage cone to the boiler house, the coal, which has already been crushed on its way to the elevator, is finely pulverized to a fineness of approximately 200-mesh grading. There are two pulverizers rated at one ton capacity per hour each, and a branch in the pipe and two bin gates permit either of these machines to be used. They were installed by the Eric City Iron Works, which firm also installed the 225-horsepower return-tube boilers. The pulverizers revolve in opposite directions, so that when the crushing blades of one of them become worn on one side we are able to mount them on the other pulverizer and thus get double service from them.

"There is comparatively little ash from the coal and the entire equipment is so easy to operate that one man can run the power plant after the morning's clean-up and inspection is done, notwithstanding the intermittent heavy loads caused by the varying demands for hot water and steam."

Improved Trench Pump Units.

New developments in diaphragm pumps that are dirtproof, self-oiling and speed-reducing have been put on the market by the Domestic Engine and Pump Company of Shippensburg, Pa. One of these units, which has two of the company's patented diaphragm pumps with removable intake



DOUBLE PUMP UNIT ON TRAILER.

manifold joining them, is shown in the illustration here. It is stated that this manifold permits the use of one lead of suction pipe or hose, and the alternate action of the pumps creates an almost perfect vacuum in the suction line, making for high suction lift and large capacity. If desirable, the manifold can be removed and each pump can be fitted with an independent suction line.

The manufacturers further claim that this improved unit has been developed to a point where wear is reduced to a minimum, as both the engine and the transmission are self-oiling and dust and grit are excluded. Besides, the speed-reducing transmission is so designed that power from the engine is delivered vertically to the walking beam of the pumps, and not only is the transmission self-oiling, but to reduce power losses the gear shafts have roller or ball bearings. The engine is of the two-cylinder industrial type and it is equipped with air cleaner, cooling radiator, governor with speed-adjusting lever, automatic oiling system and high-tension magneto, and it is enclosed in metal housing.

There is also a one-diaphragm power-pump unit made by the company and similarly mounted. This is powered with a one-cylinder vertical engine of the self-oiling type. It is asserted that this is the highest-developed type of dirt protected, automatically lubricated diaphragm pump unit.

These pumps are used for dewatering trenches, flooded foundations, cofferdams, or other depressions, and if the water be muddy and gritty these diaphragm pumps will handle it satisfactorily and efficiently. The company issues a bulletin which gives full particulars and specifications.

CONSTRUCTION DEPARTMENT

EXPLANATORY

Additional information is published about all enterprises mentioned in this department as soon as such data can be obtained.

An asterisk (*) following an item indicates that the enterprise has been reported in a preceding issue.

DAILY BULLETIN

The Daily Bulletin is published every business day to enable its subscribers to follow up promptly the industrial, commercial, railroad, financial, building and general business development of the South and Southwest. To machinery manufacturers and dealers, contractors, engineers, and others who require daily information of every new enterprise organized and details about important additions to enterprises already established, the Daily Bulletin is invaluable. Subscription price, \$30.00 a year.

Airplane Plants, Stations, Etc.

Fla., Pensacola—L. F. Harvey received contract at \$10,600 for clearing, grading and grubbing 250 acres land for Naval Air Station.*

Ky., Lexington — Smith-Haggard Lumb Co., E. Third St., low bidder to erect a dome for Lexington Municipal Airport.

Tenn., Paris-West Tennessee Air Lines corporated; O. E. Shepherd, J. H. Dumas,

Bridges, Culverts and Viaducts

Proposed Construction

Ala., Florence—Lauderdale County Commrs., J. I. McClure, Judge of Probate, receive bids Apr. 25 for 2 steel bridges; plans on file.

Apr. 25 for 2 steel bridges; plans on file.

Fla., Clearwater—U. S. War Dept., approved plans for bridges over Johns Pass and Blind Pass, forming connecting links between keys for 13 ml. highway, extending from Oleander Way, Pasadena, to Madeira Island, Pinellas County, in connection with free Causeway to Gulf Beaches, contract for which has been let; 600-ft. open concrete bridge with bascule draw, over government channel; 1200-ft. bridge with fixed span and 800-ft. fill to mainland. Address Pinellas County Commrs.*

Fla., St. Augustine—City, Eugene Masters, Mgr., and State Road Dept., Dr. Fons A. Hathaway, Chmn., Tallahassee, plan bridge over San Sebastian River, concrete with bascule draw; city's connecting link with State Road No. 4 south to Bunnell; estimated cost \$140,000.

Fla., Stuart—City, J. E. Taylor, Mayor-Commr., plans bridge building, cost \$30,000. See Financial News—Bond Issues Proposed.

Ga., Atlanta—Fulton County, C. M. Holland, Pur. Agt., receives bids Apr. 6 for underpass at Seaboard Air Line R. R. on North Side Drive; plans on file.

Ga., Macon—Bibb County Commrs. build concrete bridge over Colaps Creek.

Ga., Waycross—City Comn. and Atlantic Coast Line R. R. Co., H. E. Willoughby, Ch. Engr., Wilmington, N. C., plan 75-ft. grade crossing at Isabella St.

Engr., Wilmington, N. C., plan 75-ft. grade crossing at Isabella St.

Kentucky—State Highway Comn., Frankfort, receives bids Apr. 28 for 4 bridges and approaches: Shelby County—earth approaches and bridge over L. & N. R. R. and L. & I. Ry. tracks near Simpsonville, on Shelby-ville-Louisville road: 1070 ft. graded earth approaches, nine 30-ft. reinforced concrete girder spans; Pike County—bridge over Levisa Fork of Big Sandy River and tracks of C. & O. R. R. at Shelby Junction, on Pike-ville-Whitesburg road; superstructure, four 150-ft. steel spans; substructure, concrete piers and abutments, two 45-ft. concrete spans complete: Caldwell-Hopkins Counties—over Tradewater River, on Princeton-Dawson Springs road, at Caldwell-Hopkins Countyline, 180-ft. steel span and additions to present abutments; Boone County—over tracks of Southern R. R., on Covington-Lexington road, south of Walton, one 66-ft. and two 44-ft. reinforced concrete spans and concrete substructure complete; plans on file; E. N. Todd, State Highway Engr.

Kentucky—State Highway Comn. received to the defent bid for 2 bridges. See Rands. Streets

Kentucky—State Highway Comn. received w bids for 2 bridges. See Roads, Streets, low blu Paving.

La., Alexandria — Rapides Parish Police Jury. W. R. Rush, Pres., receives bids Apr. 12 for bridges and culverts on Ruby road, Road Dist. No. 33; plans from Parish Engr. La., New Orleans—Louisiana Highway Comn., Baton Rouge, proposes highway

bridge over Rigolets Pass, near Fort Pike; reinforced concrete trestle, about 2164 ft. long at north end; 400-ft. steel truss swing span; three 400-ft. fixed steel truss spans; 24-ft. reinforced concrete trestle at south end; 150-ft. horozintal clearance of navigation opening; 11-ft. vertical clearance above mean high water; J. M. Fourmy, State Highway Engr.

La., Shreveport—City, L. E. Thomas, Mayor, has engaged Howard, Harrington & Ash, Archts, and Engrs., 1012 Baltimore Ave., Kansas City, and 55 Liberty St., New York City, to design Market St. viaduct, for which \$500,000 bonds were recently voted.

Md., Baltimore—Chesapeake Bay Bridge Co., Chas. B. Hoffman, Chas. B. Wharton Smith, Robert France, incorporators, all Title Bldg., granted franchise to construct bridge across bay, from Bay Shore, Baltimore, to point in Kent County, near Rock Hall; S mi. 20 to 27 ft. wide, steel on concrete piles, with 2 draws; W. Roscoe Bonsal, Engr.*

Miss., Grenada—State Highway Dept., Jackson, receives bids Apr. 14 for creosoted bridges in Grenada County, estimated cost \$20,000.

Mo., Fairmount-Jackson County Commi Independence, considering viaduct over Missouri Pacific R. R. Tracks near intersection Ash. Ave. and Tenth St., Fairmount; Leo Koehler, County Highway Engr., Independence

North Carolina—State Highway Comn. received low bids for 3 bridges. See Roads, Streets, Paving.*

N. C., Asheville—City, John H. Cathey, Mayor, Buncombe County Commrs. plan letting contract in May for \$250,000 reinforced concrete McDowell Street viaduct, over Southern Ry. to Biltmore, 1205 ft. long; three 35-ft. spans; twenty 40-ft. spans; five 60-ft spans; back fills; 2 abutments; excavation; James G. Stikeleather, Dist. Highway Engr.

N. C., Greensboro—City, E. B. Jeffress, Mayor, receives bids Apr. 28 for 12 concrete and steel underpasses to eliminate grade crossings; Fellheimer & Wagner, Archts. and Engrs.; O. S. Payzant, Associated, both 155 E. Forty-second St., New York City.*

N. C., Manteo—Dare County, W. F. Baun, Chmn., plans wood and cypress pilling bridge over Roanoke Sound, 1400 yd. long, 16 ft. wide; 40-ft. span draw on pivot; approach to bridge connecting with State Highway; estimated cost \$120,000.*

N. C., Winston-Salem—Board of Aldermen, Thomas Barber, Mayor, plans concrete bridges, cost \$25,000. See Financial News— Bond Issues Proposed.

Tenn., Madisonville—Dept. of Highways and Public Works, Nashville, plans bridge across Little Tennessee River at McGhee's Station on Niles Ferry pike, few feet above L. & N. Bridge; C. N. Bass, State Highway Commr.

Tenn., Memphis—Shelby County Commrs., Luther F. Jones. Commr., plan 2 bridges across Cypress Creek, at Poplar Ave. and Lafayette St., and Central Ave. and Outlet St.; between 30 and 36-ft. wide, steel and concrete, with arch spans.

concrete, with arch spans.

Tenn. Savannah—Dept. of Highways and Public Works, Nashville, plans receiving bids in July for bridge across Tennessee River, at Savannah, Hardin County; three 320-ft. steel spans in main structure; twenty-five 40-ft. concrete spans on west approach, and seven 40-ft. concrete spans on east approach; 3 overflow structures in river bottom; estimated cost, including earth work, \$1,000.000; L. W. Erickson, Bridge Engr.; C. N. Bass, State Highway Commr.*

Tex., Houston — City, O. F. Holcombe, Mayor, plans receiving bids soon for \$20,000 concrete bridge across Brays Bayou, connect-

ing MacGregor Park and Riverside Terrace; J. C. McVea, City Engr.

Tex., Palestine—Anderson County, E. H. Shelton, County Judge, plans 25 culverts on road from Neches-Frankston road oil field.

Tex., Plainview — State Highway Dept., ustin, Hale County Commrs. Court and ity of Plainview plan receiving bids for ridge across draw on South Broadway, bridge ac Plainview.

Tex., San Antonio—City, John W. Tobin, Mayor, receives bids Apr. 11 for reinforced concrete bridge over Woodlawn Lake Spillway at Cincinnati Ave., estimated cost \$15,000; I. Ewig, City Engr.*

Va., Homosassa—City plans bridge across Hall River to extend Grover Cleveland Blvd. Address City Clk.

Va., Martinsville—Norfolk & Western Ry. Co., W. T. Wiltsee, Ch. Engr., Roanoke, plans bridge at Martinsville; replace trestle.

bridge at Martinsville; replace trestle.

Va., Norfolk—State Highway Comn., H. G. Shirley, Chmn., Richmond, plans receiving bids soon for highway bridge across Lynnhaven Inlet north and about 50 ft. distant from Norfolk Southern Ry.'s trestle across mouth of Inlet; electric power lift draw, operating in synchronism with draw of railway trestle; 450 ft. long slag solid fills at each end concrete facing, concrete pile construction in center of span, 22-ft. roadway; estimated cost \$145,000; also plan improving road from western end of bridge toward Norfolk.*

Va., Richmond—City, R. Keith Compton, Director of Public Works, receives bids Apr. 8 to repair Ninth St. Bridge over James River; plans on file.

W. Va., Huntington—Cabell County Commrs. and City Commrs. of Huntington plan about \$8000 bridge over Four Pole Creek at West 17th St.; 60-ft. reinforced concrete beam and girder type, 24-ft. roadway; J. M. Oliver, County Engr.; A. B. Maupin, City Engr.*

Contracts Awarded

Ark., Van Buren—Crawford County, George O. Stockard, County Judge, let contract to Luten Bridge Co., York, Pa., at \$5500 for reinforced concrete bridge over Flat Rock Creek on Kibler Highway, 2 mi, from Van

N. C., Manteo-H. C. Lawrence, Constr. Engr., New Bern, has contract at \$45,000, to make causeway, 94,000 cu. yd. excavation.

Canning and Packing Plants

Ark., Van Buren—John J. Izard and associates, reported, investigating proposition for establishing canning plant.

Fla., Lecanto—Wallace Alexander, care of A. A. Marshall, reported, establish canning plant.

Ky., Bardstown—W. O. Stiles and S. L. Guthrie interested in canning plant.

Va., Heathsville — Bundick Packing Co., capital \$50,000, incorporated; A. B. Garner, Lewisetta; erect 36x80-ft. tomato packing plant.

Clayworking Plants

Ala., Selma—J. A. Wood, Marion, reported, acquired 500 acres clay land east of Race St., erect brick kilns and storage sheds; operated by J. R. Wood, Rome, Ga.
Ky., Louisville—F. B. Lincoln, Riverside, Conn., Pres., Lincoln Engineering Corp. and associates, reported interested in organizing Cohart Refractories Co.; erect \$2.000,000 heat resisting material factory at Sixteenth and

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Avery Sts., using special clays from Missouri and Arkansas.

La., New Orleans—Standard Clay Products to., Inc., capital \$100,000, incorporated; homas L. Herbert, Jr., 174 Third Ave., N., ashville, Tenn.; George J. Langenecker, Malry Branch, P. O. Memphis, Tenn.

Miss., Yazoo City—Yazoo County Chamber of Commerce, reported, interested in brick plant, daily capacity 50,000 brick; interested in organizing company with \$25,000 capital; C. E. Mann will be manager of plant.*

Tex., Houston—Royal Refractories and Supplies Co. incorporated; J. H. Royal, H. G. Royal, Hugo Monnig, Jr.
W. Va., Newell—Edwin M. Knowles China Co., East Liverpool, Ohio, let contract to Harrop Ceramic Service Co., Columbus, Ohio, for two Harrop type tunnel kilns.

Coal Mines and Coke Ovens

Ky., Blackey—South Chicago Coal & Coke Co., 39 S. LaSalle St., Chicago, Ill., reported, purchased plant and mines of Dudley Coal Co., at Lower Rockhouse Creek, Letcher County, including 4000 acres coal lands; also negotiating for additional coal property in section; probably open new mines, construct tipple, erect miners' houses, etc.

Va., Tazewell—Candlewax Smokeless Coal Co., Inc., capital \$10,000, chartered; F. B. Gent, Pres., Honaker, Va.; M. E. Van Dyke, Sec., Tazewell.

Concrete and Cement Plants

Ark., Arkansas City—C. C. Hawkins of Arkansas City and Louie Reitzammer, McGehee, reported, organized company to manufacture drain tile, sewer pipe, fence posts, etc.; to begin production within 30 days.

N. C. Asheville—The Craftstone Co., 20 Government St., let contract to W. G. Knowles, St. Dunstan Circle, for addition to plant, Riverside Drive and Hall St., 50x128-ft., concrete floors, built up roof; Ronald Greene, Archt., Oates Bldg.; daily output 35 tons architectural trim stone.*

Tex., Brownsville—Gulf Concrete Pipe Co N. A. Epps, Owner, Houston, reported, µlan \$100,000 plant for manufacture sewer pipe.

Cotton Compress and Gins

Ala., Attalla—Joe Gilliland, reported, erect ginnery on Third St.; install five 80-saw gins, electrically driven.

Ala., Gadsden—Gadsden Fertilizer & Gin Co., 321 S. Second St., has plant with daily output 50 bales; let contract to Continental Gin Co., Birmingham, for new gin and press.

Ala., Montgomery—Southern Compress and Warehouse Co., reported, erect \$25,000 ware-house, Kennedy and Hinds Sts.

warenouse Co., reported, erect \$25,000 warehouse, Kennedy and Hinds Sts.

Ark., Conway—Conway Compress Co., R. H. Thurmond, Mgr., reported, install automatic sprinkler system. with tank capacity of 100,000 gals.; cost \$40,000.

La., Jonesboro—Jackson Gln, Ice and Cold Storage Co., capital \$50,000, incorporated; O. E. Hodge, Ruston; W. R. Guess, J. S. Hunt, both Hodge.

Okla., Cheyenne—Farmers' Union Co-operative Gin, capital \$25,000, incorporated; Eli Shotwell, G. F. Kirk, A. L. Carl.

Okla., Delhi—Farmers Union Co-operative Gin, capital \$25,000, incorporated; W. E. Maloy, T. J. Campbell, W. H. Moran.

Okla., Willow—Farmers Union Co-operative Gin, capital \$25,000, incorporated; J. H. Wild, A. E. Patton, H. J. Banks.

Tenn., Memphis—Tri-State Compress and Warehouse Co., capital \$300,000, incorporated; W. L. Oates, Cotton Exchange Bildg.; T. H. Morris, J. W. Fulton; erect compress and warehouse on 51 acre tract in Hollywood.*

Tex., Littlefield—Texas Compress & Warehouse

Tex., Littlefield—Texas Compress & Ware-ouse Co., reported, construct \$60,000 com-

ress.

Tex., Marshall—W. T. Mills, reported, erect \$15,000 gin.

Tex., Snyder—W. J. Ely of Lamesa and O. Lambert, Colorado, reported, construct round and square bale gin.

Drainage, Dredging and Irrigation

Tex., Brownsville—Trinity Farm Construction Co., J. D. Kirven, Mgr., Waxahachle, advises: "We were awarded contract by El Jardin Irrigation Dist., known as Cameron County Water Improvement Dist. No. 5, for 4,000,000 cu. yds. earthwork in open drains, 57 miles of 8 to 12-in. drainage tile, 1200 cu. yds. concrete structures and 175,000 BMF timber structures; Kirkwood, Wharton

& Lee, San Antonio, will probably do pipe work for us."*

Tex., Fort Worth—Maj. John B. Hawley. Ch. Consulting Engr. for work of Eagle Mountain reservoir of west fork of Trinity River; Simon W. Freese, Engr. in charge of preliminary work, both Cotton Exchange

Va., Norfolk—Norfolk County Commrs., A. O. Lynch, Sec., 622 Law Bldg., received low bid from Richardson Construction Co., St. Petersburg, Fla., \$37,000, for construction work in Sunray Drainage Dist., comprising 2200 acres in Bowers Hill section; work includes drain excavation and concrete culverts.*

Electric Light and Power

Electric light and power work in connection with many LAND DEVELOPMENT operations involves the expenditure of large sums of money. See that classification for details.

Ark., Harrisburg—Arkansas Power & Light Co., Pine Bluff, reported, acquired transmission lines and distribution laterals in rice territory of Poinsett County from Arkansas Public Service Co.; plans additional high voltage lines from Fisher to Harrisburg to Weldenburg.

Fla., Milton-Gulf Power Co., Pensacola, reported, acquired electric light and water plant.

plant.

Fla.. Panama City—City reported planning white way on Harrison Ave.; city engineer preparing data relative to uniting water systems of Panama and St. Andrews. Address The Mayor.

The Mayor.

Fla., Stuart—City voted white way bonds. See Financial News—Bond Issues Proposed.

Ga., Brunswick—Georgia Power Co., Atlanta, advises: "Will rebuild present distribution system in Brunswick at cost of approximately \$50,000 and will also build small steam plant or a connecting transmission line from some transmission system in vicinity of Brunswick, and we think total expenditure in either case will be between \$300,000 and \$400,000."

Ga. Hawkinsville—City, reported, let con-

Ga., Hawkinsville—City, reported, let contract to Skinner Engine Co., Erie, Pa., for uniflow engine with 187 kva. generator; cost \$12,000.

\$12,000.

Ga., Milledgeville—Georgia Power Co., Atlanta, advises: "Transmission lines being constructed by company from Gordon to Milledgeville, 66,000 volt, 3 phase on wood poles H frame structures; conductor is 3/0 ACSR, with telephone circuit of No. 4ACSR; will supply substations at Milledgeville, from which point power will be distributed to towns of Milledgeville, Eatonton, Sparta, Carrs Station and Jewel."*

Ga., Savannah—Savannah Electric & Power Co., H. C. Foss, Pres., reported, offering \$250,000 bonds for sale, proceeds to be used or improvements and extensions now under

way.

Ga., Statesboro—Georgia Power Co., Atlanta, reported, construct 44,000-volt hightension line between Statesboro and Swainsboro, via Metter; cost \$200,000.

Kentucky—E. S. Mayes, Springfield, Pres., Union Water Works Co., reported, purchased water and light companies in 9 towns in Kentucky and similar plants in West Virginia, including Richmond, Harlan, Barbourville, London, Horse Cave, Monticello, Morgantown, Pineville.

La., Baton Rouge—W. C. Joubert, 317 Main St., reported, has contract for lighting standards.*

tandards.*

La., Mooringsport—Southwestern Gas and Electric Co., 1607 Ford St., Shreveport, reported, acquired power plants and franchises in Mooringsport. Oil City and Vivian; construct transmission line.

Md., Belair—Conowingo Electric Light & Power Co., incorporated; Stevenson A. Williams, Franklin A. Alexander, James W. Davis.

Md., Hagerstown—City, reported, let tract to Bester-Long Co., at \$171,500 constructing lighting plant.

constructing lighting plant.

Miss., Oxford—Mississippi Power & Light
Co., Jackson, reported, acquired light plant
and 25 yr. franchise.

Mo., Sikeston—Missouri Utilities Light and
Power Co., C. E. Brenton, Dist. Mgr., reported, erect auxiliary power plant.

N. C., Jefferson—S. E. Lawrence, Cleveland, O., reported, has franchise for towns of Jef-

ferson and West Jefferson; has site; will erect plant.

S. C., Charleston—Sanitary and Drainage Comsn., reported approved plans of South Carolina Power Co. and Folly Beach Develop-ment Co. to supply beach with electric

Tenn., Chattanooga—Hamilton County
Highway Comsn., reported, let contract to
Tennessee Electric Power Co. for placing
cable for lights on Market St. bridge.
Tenn., Henderson—City, W. H. Baldy, Recorder, receives bids April 25 for sale of
electric light plant and water works; successful bidder will be granted 30 year franchise.

Tenn., Parls—Kentucky-Tennessee Light & Power Co., 61 Broadway, New York, reported, expend \$100,000 for high tension line from here to Murray, Ky.; supply current for city and adjacent towns, including Whitlock and Haxel and possibly Puryear.

Tex., Alvin—Paul Freeman, Navasota, Div. Supt. of Western Public Service Co., reported, erect high line LaMarque to Alvin.

Tex., Austin—City, Walter E. Seaholm, Supt. Electrical Dept., install lighting system on Congress Ave.

tem on Congress Ave.

Tex., Houston—Houston Lighting and Power Co., reported, making plans for installing additional power unit of 35,000 kw., in 1928 or 1929, at Deepwater plant, at cost of about \$4,000,000; plans this year include \$5,250,000 worth of work; new unit under construction at Deepwater plant at cost of \$2,800,000, will be completed about July 1; improvement planned for population of 500,000; increased capital \$6,000,000 to \$7,000,000.

Tex., Marfa—C. R. Norman, local Mgr., Central Power and Light Co., reported, rebuild entire lighting system.

Tex., Spur—West Texas Utilities, G. W. Fry, Abliene, Tex., reported, plans constructing transmission line, Spur to Aspermont.

ransmission line, Spur to Asperment.

Tex., Wichita Falls—Texas Electric Service Co., P. A. Rogers, V. P., 1653 Huff Ave., plans 100 mi. high voltage transmission line between Wichita Falls and Breckenridge, erection of sub-stations, etc.; P. A. Rogers, wires: "Equipment owned and work being done by local construction force; material from stores."

Va., Hopewell—Virginia Electric & Power Co., Richmond, advises: "Improvements to Prince George Electric & Power Co., lately acquired, will not be extensive, but will consist of certain rehabilitation of distribution lines."*

Va., Lynchburg—Appalachian Electric Power Co., Bluefield, W. Va., reported, re-build power transmission line between Reusens and here, capacity 20,650 kw.; cost \$40,000.

W. Va., Moundsville—City Council, reported, accepted report of J. J. Sammons, City Engr., for white way, distance of 3 squares; will soon call for bids.*

W. Va., St. Albans—St. Albans Public Service Co., reported, acquired St. Albans Light, Water and Ice Co.'s plant.

Fertilizer Plants

Tex., Dallas—American Fertilizer and Chemical Works, capital \$25,000, incorpo-rated; Thomas F. Hawkins, W. E. Brown, rated; Thomas B. H. Ashby.

Flour, Feed and Meal Mills

La., Merryville—Britt Nichols, B. Shaw-ver and A. A. Fuller, reported, organized company to erect and operate grist mill and feed plant.

Foundry and Machine Plants

Ala., Gadsden—Eureka Foundry Co., 406 S. Sixty-eighth St., erecting plant. sheet iron; install cupola and overhead rallway, eleva-tor; daily output 5 tons iron and brass cast-ings. See Want Section — Machinery and Supplies.*

La., New Orleans—Service Machine & Iron Works, Inc., capital \$10,000, chartered; Her-man R. Rahn, \$420 Nelson St.; R. M. Preis, 3321 General Taylor St.

Md., Baltimore—International Power Piston Co., Inc., 4908 York Rd., chartered; Edw. F. Roberts, 4908 York Rd.; Edw. M. Timbs, 720 Hollen Rd.; Wm. E. Troutman; manufacture all kinds piston rings.

Va., Norfolk—The Clark Air Cooled Motors organized with authorized capital of 6000 shares of 7% cumulative dividend preferred stock, par value of \$100 per share, and 6000 shares of common ownership stock, Class A, and 6000 common voting stock, Class B, par

value \$1.00 per share; plans erecting 100x 200x15-ft. assembling building, concrete; 50x 100x20-ft. foundry and casting plant; 2-story, 25x50x25-ft. office building; install machinery, equipment, tools, dies, office equipment, cars, trucks, etc.; estimated will manufacture about 20 motors per day: C. S. Clark, inventor; Industrial Engineering & Sales Corp., Fiscal and Sales Agent, 2208 Connial Ave.

Va., Richmond—Labor Saving Machinery— The Cardwell Machine Co., Geo. J. Freedley, Pres. acquired property at Nineteenth and Franklin Sts., 155x153-ft., 2 and 3-story buildings, will remodel for occupancy, plans being prepared.*

Gas and Oil Enterprises

Ark., Conway—Public Utilities Corp., John W. Lee, Gen. Mgr., El Dorado, reported, construct gas line from field near Clarksville to Russellville, Morrillton, Atkins and Con-

Fla., Fort Lauderdale — Fort Lauderdale Gas Co., Chas. E. Starr, Pres., 905 Pennsylvania Ave., Miami Beach, reported, sold issue of \$375,000 bonds and will proceed with completion of plant and laying 19 miles pipe; all gas making machinery purchased from and will be installed by Steere Engineering Co., Detroit, Mich.; plant will have capacity of \$50,000 cu. ft. daily.*

Ga., Columbus—United Oil Corp., capital \$100,000, incorporated; Hamlin W. Ford, 1245 Third Ave.; Reuben Kyle, 3112 Hamilton Ave.; A. B. Berry; reported, acquired Ford Oil Co., Muscogee Oil Co. and Community Oil Co.

Ga., Savannah—Wofford Oil Co., reported. install four 18,000 bbl. and one 5000 bbl. oil tanks on East Broad St.

N. C., Wilson-Holt Oil Co., capital \$20,000, incorporated; W. N. Holt, R. R. Holt, Smithfield; T. M. Myatt, Rountree St., Wilson.

Okla., Chelsea—Perkins Oil Co. incorporated; Archie Perkins, E. E. Powell; plai installing 2 additional stills at refinery; increase capacity to 80 bbls. daily.

Okla., Oklahoma City—Parkway Oil and Gas Co., 404 N. Douglas St., increased capital, \$5000 to \$30,000.

Tenn., Chattanooga—Chattanooga Gas Co., A. J. Goss, V.-P. and Gen. Mgr., reported, improve water-gas plant on Eleventh St., doubling present capacity of 2,000,000 cu. ft. daily.

Memphis-Southern Petroleum Corp., capital \$150,000, incorporated; Wm. H. Sh bert, Lincoln Bancroft, George I. McNutt.

Dert, Lincoln Bancroft, George I. McNutt.

Tex., Abilene—Gulf Pipe Line Co., Gulf Bidg., Houston, advises 10-in. line from Range tank farm to Midland loading rack is only being considered and to date no decision has been reached relative thereto; should decision be favorable, all work will be performed by own forces, using material and equipment similar to that already in service.*

Tex., Amarillo—Maupin & Burnett, reported, erect absorption gasoline plant in S. Hutchinson County; 3 units, capacity 36,000 gals. daily.

Tex., Amarillo—Gladys Gray Oil Co., capital \$130,000, incorporated; E. R. Bggs, 1908 Harrison St.; R. R. Sherwood, Fuqua Bldg.; H. G. Forster.

Tex., Brownwood—Morgan Utilities Co. of Arkansas, reported, granted gas franchise; J. M. Bowman, local Mgr.

Tex.. Dallas—Calco Petroleum Corp., capital \$25.000. incorporated: J. R. Ray, L. W. Dorbandt, 4128 Travis St.; Pat M. Arm-

Tex., Dallas — Harvester Oil Co., capital \$105,000, incorporated; Wiley Blair, Magnolia Bldg.; A. C. Adkins, 5714 Swiss St.; D. P. Woodward, Magnolia Bldg.

Tex., Fort Worth—Peer Oil Corp. of Texas, capital \$50,000. incorporated; H. L. Mourer, R. M. Briggs, Edmund Raphacle.

Tex., Greenville—Gulf Pipe Line Co., Houston. replacing pumping equipment; doing work with own forces.

Tex., Houston—Taylor-Link Oil Co., capital \$250,000, incorporated; J. L. Taylor, 1301 Banks St.; C. P. Link, F. L. Bouknight, 2311 San Jacinto St.

Tex., Houston-Taylor, Ewart & Co., Inc. ; P. Chapman & Co., Inc.; Rogers, Caldwell & Inc., all Chicago, are offering \$2,500,000 yr. 6% secured gold notes of Houston Gulf Co.; company supplies natural gas for distribution in Houston and adjacent territory; owns and controls 75,000 acres in Southwest Texas and has 30 producing gas wells, with combined open flow in excess of 700,000,000 cu. ft. gas daily; these notes are being sold and general mortgage created to reimburse company for capital expenditures already made and to provide medium for funding future capital expenditures and for other corporate purposes.

Tex., Houston—Lubewell Oil Corp., in-corporated; V. H. Roos, 1200 Jackson Blvd.; J. F. Minton, 903½ Holman Ave.; C. F. Learned, 2402 Van Buren St.

Tex., Kingsville—City, reported, granted Doney & Associates, Houston, 30-yr. gas franchise; install natural gas distributing system and equipment.

Tex., Memphis—Batson-Evans Co., capital \$80,000, incorporated; J. A. Batson, A. R. Evans, C. W. Carder.

Tex., Paris-Gulf Refining Co., Port Artur, reported, construct warehouse on N thur, reported, construct warehouse of Main St.; brick, concrete and steel;

Tex., Ranger—Gulf Pipe Line Co., reporte construct booster and gathering station; units of 10,000-bbl. capacity.

Tex.. San Antonio—Comal Oll Corp., capital \$50,000, incorporated; E. T. Lubscher, J. B. Morton, 103 McLane St.; F. G. Blum-J. B. berg.

Tex.. Sour Lake—Yount Lee Oil Co. creased capital, \$2,000,000 to \$2,100,000.

Tex. Texas City—Houston Pipe Line Co., subsidiary of Houston Oil Co. of Texas, Houston, reported, granted franchise and permission to cross county with 16-in, pipe line, supplying Texas City with natural gas.

Tex., Van Alstyne—Community Natural Gas Co., Dallas, reported, interested in piping gas for heating and fuel.

Ice and Cold-Storage Plants

Fla., Jacksonville — Jacksonville Ice and Cold Storage Co., Sixteenth St., let contract to C. H. Hornstein to erect plant addition; reinforced concrete; estimated cost \$45,000.

Fla., St. Petersburg—Florida West Coast Ice Co., subsidiary of National Public Service Corp., 165 Broadway, New York City, report-ed, plans erecting cold storage plant; E. E. Duncan, Dist. Mgr.

La., Minden—Minden Cotton Oil & Ice Co. will erect \$14,000 ice plant; fireproof, 27x140 ft., reinforced concrete, brick and steel; composition roof, concrete floor; receiving bids; Seymour Van Os, Archt., Merchants Bldg., Shreveport.

La., Shreveport—Shreveport Ice and Brew-ery, Market St., reported, will build 805-ft. icing dock, cost about \$15,000; A. E. Stolz, Engr. of company, in charge of work; soon award contract.

Miss., Tupelo—W. L. Wheeler and A. A. McLaren, reported, erect 20-ton capacity ice plant; machinery purchased.

Tex., Houston—Peden Iron and Steel Co., 700 N. San Jacinto St., has contract for steel windows (using Lupton sash) for building of Houston Terminal Warehouse and Cold Storage Co.*

Tex., Midland—Southern Ice and Utilities Co. building 25 ton capacity ice plant; foundation completed.

dation completed.

Tex., San Antonio—Merchants Ice and Cold Storage Co., 1305 E. Houston St., let contract to L. T. Wright, Builders Exchange Bidg., at \$26.796 for cold storage building at 1305 E. Houston St.; 4-story, 55x52-ft., reinforced concrete frame and floor slabs, brick and cork insulation; first floor ice storage; second floor general storage; Armstrong Cork & Insulation Co., Keystone Bidg., Houston, furnish cork.

Tex., Weslaco—William Burns, E. W. Napler of Harlingen and associates, reported, plans \$100,000 cold storage plant.

plans \$100,000 cold storage plant.

Va., Richmond—Richmond Ice Co., Inc., F.
W. Bacon, Pres., 700 Franklin Bank Bldg.,
Philadelphia, and 120 Broadway. New York,
organized to acquire business. selected assets
and good will of following properties: City
Ice Delivery Corp., Buchanan Springs Co., the
Crystal Ice Co., Manchester Transparent Ice
Works, W. L. Hilliard & Sons, Tyler & Tyler,
Tyler & Ryan, Southside Ice Works: Richmond Ice Co., Inc., offering \$1,000,000 first
mortgage 6½% sinking fund gold bonds
through Wheat, Galleher & Co., Inc., Richmond; proceeds will be used to defray in part
the purchase price of the properties to be

acquired by the company; company will be under executive management of Mr. Bacon.*

Land Development

Ark., Camden—Cullendale Realty Co., J. Brice Street, Sec., developing 100-acre subdivision! install gas and lights.*

Fla., Astatula—East Howey Realty & Investment Co. incorporated; E. K. Maynord, Alden N. Sibley, O. W. Smith.

Fla., Avon Park—Gross & Pringle, Inc., apital \$50,000, incorporated; R. E. Gross, V. Pringle, Jr., E. G. Todd.

Fla., Coral Gables—Elo Construction Co., incorporated; John M. Stabile, 50 Sevilla Ave.; Bennie R. Stabile.

Fla., Eustis—Volake Corp., capital \$100,000, incorporated; Barney Dillars, Jr., T. Agnes Dillard, H. C. Duncan.

Fla., Miami — Miami Avocado & Citrus Growers, Inc., E. F. Hanson, Lorraine St., acquired 640 acres of Avocado and citrus groves known as Avocado Park Groves, where 48,000 trees have been planted.

Fla., Miami—Maris Properties, Inc., char-red; Nicola Mainenti, Seybold Bldg.; N.

Fla., Miami-Flynmar Realty Co., incorporated; S. J. Barco, Biscayne Bank Bldg.; Iris H. Arnold.

Fla., Miami—Eldorado Beach Properties, Inc., chartered; Chester G. Hall, George R. Walker, N. Greenway Dr.
Fla., Miami—Duroy Holding Co., incorporated; D. B. Sutton, 2462 N. W. Second St.; R. E. Gibson.

Fla., Orlando—Adirolf Co., incorporated; W. B. Crawford, Orlando Bank and Trust Bldg.; S. G. Gaskin.

Fla., Winter Haven—C. L. Bundy, 6205 Carpenter St., Philadelphia, Pa., reported, acquired citrus grove.

acquired citrus grove.

Ga., Albany — Barron G. Collier, 220 E.
42nd St., New York, Pres., Empire State Development Co., reported, acquired 873 acres near Radium Springs for further development of resort, bringing total acreage to 2000 acres; will connect recently acquired property to original holdings by electric ferry; build golf course, etc.

build golf course, etc.

Ga., Leesburg—Dr. Lucian Lamar Knight,
Peachtree Hgts. Rd., Atlanta, reported, acquired 1700 acres, will develop.

Ga., Savannah—H. N. Seney, 88 W. Chicago St., Coldwater, Mich., developing 40
acres for trucking and chickens; erect house,
barn, chicken houses. See Want Section—
Building Materials and Equipment and Machinery and Supplies.

La., Baton Rouge—East Baton Rouge Parish Police Jury receives bids May 10 for improvements to Edgewood Lawn subdivision, including curbs and gutters, streets and underground drainage; cost \$22,000.

La., Monroe—Parker Realty Co. Inc., Jos. Peyton Parker, Pres., has 3000 acres, will develop 2600 acres for subdivision; install water, lights, gas line, gas and water well to supply water and natural gas; expend \$20,000 to supply \$30,000.*

La., New Orleans—John Liuzza of Realty Sales, Inc., 340 Carondelet St., reported, ac-quired 100 acres on Bayou St. John, develop subdivision; construct artificial lake, roads and streets.

and streets.

La., New Orleans—Eastbank Land Co., Inc., capital \$100,000, incorporated; Fred W. Pettibone, Wm. J. Aicklen, 2609 First St.

La., New Orleans—Delta Land and Construction Co. incorporated; Geo. E. Morris, 4235 S. Carrollton Ave.; James M. Cassidy, 201 S. Pierce St.; Harry Siener, 941 N. Carrollton Ave.

La. New Orleans

La., New Orleans—Lake Side Realty Co., Inc., capital \$15,000, incorporated; J. W. Howard. 7922 Nelson St.; Wm. Fitzpatrick, 821 Louisia St.; Wm. S. Bender, 831 Gravier St.

Md., Baltimore—Packard Construction and Development Co., 225 E. Redwood St., incor-porated; Henry C. Stanwood, Wm. P. Carson, Westwood and Whitmore Aves.; Mary S.

Md., Baltimore—Holloway Co., 101 Li St., incorporated; George A. Novak, Guy Brown, 216 St. Paul St.; Annie Dukes.

Md., Baltimore—Central Holding Co., 204
W. Saratoga St., incorporated; Charles Russell, Annie A. Dukes, 402 Rossiter Ave.;
Bertha G. Altvater.

Md.. Baltimore—Luxor Construction Co., to Equitable Bldg., incorporated; Morris S. hyder, Oscar Abramson, Harry Iraelson.

Md., Baltimere-Jerome Realty Corp., 2303

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McCulloh St., incorporated; Harris Cardin, 1730 E. Baltimore St.; Leon Stein, 909 Lake Dr.; Jacob L. Cardin, Equitable Bldg.

Md., Baltimore—Portworth Land Corp., 213 St. Paul Place, incorporated; Edwin J. Smead, Jr., 21 E. 22nd St.; Wm. H. Gisin, Frederick R. Peddicord, 1825 Munsey Bldg.

Md., Frederick-Security Land and Investment Co. incorporated; Claude S. Hahn, J. Vernon Coblentz, Leslie Coblentz.

Md., Long Green—Summerfield Realty Co. incorporated; Nellie P. Winder, Wm. J. Pennington, John H. Hughes.

Miss., Hattiesburg—Taylor Realty Co., Florence, Ala., will develop 30-acre subdivision for Charles G. Carter, Main St., and J. Frank Brown, 707 Corinne St.; install water, sewers, sidewalks, gravel streets; J. S. Holloway, Contr., 610 W. Pine St.; H. S. Pickernell, Constr. Engr.*

Miss., Picayune—Midway Realty Co., capital \$100,000, incorporated: J. E. DuPont, Jr., S. G. Thigpen, E. H. Stevens.

Mo., St. Louis—Brentwood Bank Realty Co., Brentwood Bank Bidg., incorporated; Vincent McQuillen, George W. Berri, 401a Conn. St.; Herman Gutman, 9238 Manchester St.

Mo., St. Louis—Thomas James Realty and Investment Co., capital \$30,000, incorporated; J. James, W. James.

Mo., St. Louis—Twelfthplaz Realty Co., capital \$35,000, incorporated; E. Zimmerman, F. Hanft, W. C. Koppen, 3812 Conn. St.

N. C., Asheville—City, John H. Cathey, Mayor, will probably develop 181 acres for cemetery.

N. C., Ashevillle—Turnpike Land Co., Joseph F. Ford, 46 Arlington St., will purchase about 300 acres land in Swiss Valley; probably develop it later.*

N. C., Boone—John E. Suggs of Southern Land Auction Co., Temple Ct., Asheville, and S. C. Eggers of Western North Carolina Development Co., reported, interested in development subdivision.

N. C., Charlotte—Henry & Hafer, Inc., capital \$100,000, incorporated; C. M. Henry, B. L. Hafer, Charlotte; R. R. Wood, Filbert.

N. C., New Bern—Trent Shores, Inc., capital \$40,000, incorporated; W. H. Henderson, J. F. Patterson, Wm. Dunn, Jr.

N. C., Raleigh—Wenoca Land Co., capital

N. C., Raleigh—Wenoca Land Co., capital \$50,000, incorporated; J. A. Arey, 5 Maiden Lane; W. L. Clevenger.

Lane; W. L. Clevenger.
N. C., Winston-Salem — Dixson Holding
Corp. incorporated; W. N. Dixson, 900 Linwood Ave.; T. B. Dixson, N. W. Curl.
S. C., Myrtle Beach—Myrtle Beach Sales
Co. receives bids April 14 (changed date
from April 7) for general development of
subdivision and golf course. See Want Section—Bids Asked.

tion—Bids Asked.

Tenn., Chattanooga—Sam E. Reevin, Volunteer Life Bidg., reported, acquired 30 acres in Mount Crest addition; develop subdivision, install water, sewers, streets.

Tenn., Chattanooga — Conservative Realty Co., 921 Volunteer Bldg., capital \$10,000, incorporated; F. R. Adkins, 806 Worthington St.; C. L. Carmack, J. H. Smith.

St.; C. L. Carmack, J. H. Smith.

Tenn., Winchester—Thomas J. Tyne, 301
Seventh Ave. N., Nashville, reported, acquired 40,000 acres on Cumberland Plateau.

Tex., Amarillo—Odom-Cotten-Turnley & Co., Inc., 115 W. Sixth St., developing tract; graveling streets, install water mains and fire plugs, gas and electric power lines.

Tex., Beaumont—J. Homer Gaddy, Perlstein Bldg., will develop 15 acres on Eleventh St.

St.
Tex., Corsicana—Lakeview Golf and Country Club, capital \$10,000, incorporated; W. W. Willingham, I. J. Willingham.
Tex., Dallas—Koch & Fowler, Engrs., 801 Central Bank Bldg., reported, preparing plans for residential development near White Rock, 107 acres; install paving, sewers, water distributing system, gas, lights, etc.

Tex., Galveston—John Holloway, 1604 M St., reported, has contract for cemetery im-provements.

Tex., Houston—Raymond Pearson, 1110 N. Main St., and Dr. R. C. Cooley, Bankers Mortgage Bidg., reported, acquired 95 acres on north side of Houston Ship Channel.

Tex., Port Arthur—Port Realty Co. increased capital, \$40,000 to \$65,000.

Va., Clarendon—Washington-Virginia Apartments, Inc., chartered; Ray Campbell, Colorado Bildg.; Thomas L. Lloyd. Woodward Bildg., both Washington, D. C.; Lawrence E. Michael, Clarendon.

Tex., Mercedes—Elsa Townsite Co., Ed B. Olsen, Sec., develop 320 acres at Elsa for townsite; install water supply; W. S. Shaw, Constr. Engr., Mercedes; F. A. Wood, Landscape Archt., Dallas.*

Va., Norfolk—James McMenamin, Hampton, reported, interested in \$30,000 golf course.

Va., Winchester—Shawnee Realty Co., Inc., W. R. Talbot, Pres., developing 35 acres for subdivision.

Lumber Enterprises

Fla., Inverness—G. A. Allen of Crystal City, reported, plans constructing \$75,000 lumber yard; acquired site with Atlantic Coast Line and Seaboard track facilities.

Ga., Augusta—Perkins Manufacturing Co., 620 13th St., rebuilding planing mill, installing new machinery.

Ga., Oglethorpe—Fint Lumber Co., J. S. Averill, Pres., Montezuma, Ga., reported, acquired Cobb Lumber Co.; will continue existing business.

Tenn., Memphis—Ouachita River Logging Co., Binghamton St., incorporated; S. M. Nickey, W. E. Nickey, both Binghamton; E. L. McLallen, Jr., 355 Goodwyn St.

W. Va., Horton—Spears Lumber Co., capital \$200,000, incorporated; S. T. Spears, Pres.; Hugh Pritt, V.-Pres.; both Parsons; R. S. Irons, Sec-Treas., Elkins, reported, purchased holdings of Whitmer-Parsons Pulp and Lumber Co. in Randolph and Pendleton Counties; property includes railroad, town of Horton, lumber plant and other holdings, also large acreage of timber lands.

Metal-Working Plants

Metal-Working Plants

Ala., Montgomery—Charles A. Moffett,
Pres. State Board of Administration, will
erect new building at Kilby prison for metal
working and shoe manufacturing plant; 2story, brick; let contract to Hill-Standard
Co., Anderson, Ind., at \$52,000 to install
complete mechanical equipment for manufacture of automobile license tags; let contract to Hugger Bros. Construction Co., Shepherd Bldg., at \$28,000 for building, 30x-80 ft.,
fireproof.

Mining

Fla., Miami—Rock and Sand—Geo. H. Palmer Co., Inc., Box 4117, will rebuild plant, 60x80-ft., corrugated iron, cost about \$10,000; install \$20,000 machinery including motors, shafting and machine shop equipment; daily output 600 yds. rock and sand.*

shafting and machine shop equipment; daily output 600 yds. rock and sand.*

Fla., Sarasota—Leadlay Ogden, Box 398, interested in production of Travertine stone, soon begin operations; install machinery, See Want Section—Machinery and Supplies.

N. C., Asheville—Eureka Limestone Co., capital \$100,000, chartered; H. Fleming, Hot Springs; C. E. Bonesteel, Technical Bldg., Asheville; L. Blenkinsopp, Lexington, Ky. Okla., Picher—Tar Creek Mining Co., Fred Childress, Pres., will rebuild burned 300-ton jig mill; loss \$75,000.

Texas—American Fertilizer and Chemical Works, Georgetown, Tex., capital \$250,000, incorporated; Judge T. F. Hawkins, Pres., Georgetown, Tex.; Joe H. Foster, Sec.; W. E. Brown, Treas, and Manager of transportation, Dallas; reported, has under construction nitrate plant at mines in San Saba County, 4-story factory building, workmen's houses, installing compressors and drilling machinery; plans beginning operations in 90 days; L. H. Lacy, Supt. of construction, Dallas.*

Va., Richmond—Tidewater Gravel Corp. capital \$50,000, chartered; Sherlock Bronson, Pres.; D. J. Mays, Sec., both Law Bldg.

Miscellaneous Construction

Miscellaneous Construction

Ala., Birmingham—Swimming Pool—J. F.
Holley Construction Co., 817 19th St., reported, has contract for swimming pool at
Alabama State fairgrounds, 185x350-ft., concrete, sand beach. install chlorine purification plant, filtration process, laundry, etc.;
estimated cost \$150,000.*

Fla., Ft. Lauderdale—Seawall, etc.—City
Comn., Roy F. Goodman, City Engr., receives
bids April 12 for combination seawall and
docks along New River between Andrews and
East Ave.; 3700-ft. concrete wall and dock,
excavation of material in front of wall and
placing of fill behind completed wall; 6-ft.
sidewalk on top of fill adjacent to wall.*

Ga., Saint Simons Island—Pler, etc.—
Glynn County Commrs. reported acquired
pier and all holdings of St. Simons Transit
Co.; will rebuild pier and pavilion; W. H.
Greenfield, Contr.

La., Baton Rouge — Racetrack — Baton Rouge Business Men's Racing Assn. organized by W. A. Vignes, New Roads, La. and S. Jofrion, Baton Rouge, reported, leased Bogan Sanchez tract; construct race track, erect grandstand, stables, etc.; estimated cost \$30,000.

La., Lake Charles—Wharf—Dock Board votes May 3 on \$500,000 bonds, increasing facilities at port. See Financial News—Bond Issues Proposed.

La., New Orleans—Subway—See Telephone Systems.

Miss., Pascagoula—Jackson County Road Protection Comsn. selected F. H. McGowan, Ocean Springs, Miss., as engineer for proposed seawalls and beach boulevards; plans are for convex type seawall protecting and forming part of concrete boulevard.*

Mo., Joplin — Swimming Pool — Southern Sanitary Swimming Pool Co., Tulsa, Okla, has contract to install sanitation and purification plant at Reding's Mill resort swimming pool; plant includes filters, aerators, chlorinators, cold water fountain and seum gutters, etc.

Okla., Tulsa — Swimming Pool — Oakhurst County Club, reported, plans swimming pool, 120x60-ft., reinforced concrete, with bathhouse of stucco, install complete sterilization equipment; cost between \$13,000 and \$14,000. Address Secretary.

Tenn., Nashville—Retaining Wall—Park Commrs. contemplate improvements Elizabeth Park, build retaining wall at Buchanan St.; improving playground section.

Tex., San Angelo—Incinerator—City plans expending \$25,000 for new incinerator; E. V. Spence, City Mgr. See Financial News—Bond Issues Proposed.

Tex., San Antonio—Skating Rink—C. A.

Bond Issues Proposed.

Tex., San Antonio—Skating Rink—C. A.

Zilker, 519 W. Ashby St., let contract to
L. T. Wright & Co., Builders Exchange Bidg.,
for new unit to ice plant skating rink, 516
W. Myrtle St.; 1 story, 37x135 ft., hollow
tile and concrete; estimated cost \$10,000.

Tex., Wills Point—Texas and Pacific Ry. Co., E. F. Mitchell, Ch. Engr.. Dallas, advises, regarding dams near Wills Point and Milsap, for which permits have been requested: "These are storage reservoir propositions for locomotive water supply and are earthen dams with concrete protected spillways; design prepared in this office; contracts for construction have not been awarded."

Miscellaneous Enterprises

Ala., Anniston—J. W. and Lowry Mallory, reported, purchased equipment and business of Model Laundry, 800 S. Noble St.; plans erecting new building, install modern machinery. chinery.

Ala., Florence—Florence Mayonnaise Co., J. R. Billingsley, Mgr., plans installing addi-tional equipment.

Ala., Montgomery—Frederick I. Thompson, Owner of Montgomery Evening Journal, reported, acquired The Montgomery Evening Times; probably erect new building, installing modern machinery for consolidation of the two newspaners. two newspapers.

two newspapers.

Ark., Camden—International Paper Co., 100
E. Forty-second St., New York City, reported.
started construction of \$5,000,000 paper mill at
Cullendale; main building 108x750-ft.. 4-story,
reinforced concrete and brick, will house
machinery for finishing kraft paper; entire
plant including storage yard for cordwood
and other raw material will cover tract approximately 160 acres.

Ark., Fort Smith—Camp Furniture—Tucker
Duck & Rubber Co., H. Temple Tucker, Pres.,
575 Garrison St., let contract to Walter Vernon, 919½ Garrison St., for plant addition,
1-story, brick, concrete floor, built up roof,
4 large sky-lights and windows; increased
floor space fifty per cent; install sprinkler
system; use for storage purposes.

Fla., Auburndale—Arlana Pharmacy, Inc.,

system; use for storage purposes.

Fla., Auburndale—Arlana Pharmacy, Inc., capital \$10,000, chartered; Fred Barrow, Bertie Barrow, T. G. Simmons.

Fla., Coral Gables—Electrical Contracting—J. T. Myers Electric Co., Inc., chartered; J. T. Myers, Ponce de Leon Blvd.; J. E. Myers, C. E. Albury, Jr.

Fla., Daytona Beach—News-Journal Corp., capital \$200,000, chartered; Eugene C. Pulliam, Raymond A. Thomas, C. W. Allen.

Fla., Ft. Lauderdale—Ensign B. Jordan, Commander Coast Guard Base, reported, let contract to J. Y. Gooch, Miami, for construction of 6 new buildings and road from reservation to Sunset road, Las Olas Beach; building includes machine shop, garage and hoist shop, radio headquarters, etc.; to Moon & Nence, Ft. Lauderdale, for marine railroad capable of dry-docking craft up to 75 ft.

Fla., Hollywood—Cigars—J. W. Kellar, Pres., Old-time Cigar Co., Miami, reported, clans establish cigar plant on 21st Ave.

Fla., Jacksonville—Osmo Chemical Co., Inc. capital \$100,000, chartered; Dr. Josef H Weiss: plans establishing plant, manufac ture "Osmo," an antiseptic, etc.

Fla., Lecanto—J. Lee Alexander, reported, contemplates establishing dairy and demonstration farm in Citrus County.

Fla., New Port Richey—Contracting. etc.—New Port Richey Manufacturing Co., capital \$25,000, incorporated; Edwin Laurenslager, Fred A. Shaw, Will W. Bowman.

Fla., Stuart—City voted \$12,000 for fire alarm system and \$23,000 for additional fire protection. See Financial News—Bond Issues Proposed.*

Fla., Winter Haven—Hardware—Balfour Bros., Inc., capital \$100,000, chartered; C. X. Balfour, J. A. Miller, G. S. Balfour.
Ga., Athens—Athens Market, Inc., chartered; F. C. Neel, Mgr.; leased warehouse.

tered; F. C. Neel, Mgr.; leased warehouse.
Ga., Atlanta—Cigarettes—Southern Tobacco
Corp., capital \$1,000,000, chartered; H. I.
Hull, Pres., 1123 Peachtree St.; H. G. Davidson, Vice-Pres.-Gen. Mgr., 101 Marietta St.;
Robert E. Harvey Treas., Argone Dr.; Reported, establish plant on Marietta St., daily
capacity 1,000,000 cigarettes, "Cavalier
brand;" machinery and equipment purchased;
temporary office, Room 413 Norris Bidg.
Ga.. Brunswick—Syndicate headed by Edgar McCarthy, Tarboro, N. C., reported, acquired turpentine acreage in Glynn and Camden Counties from J. D. Odum & Bros.; will
operate.

La., Monroe—Brown Paper Mill Co. addition under way will be finished by July 1. Virginia Bridge & Iron Co., 3800 Eighth Ave N., Birmingham, Ala., furnished all structural steel. The Lathrop-Hoge Gypsum Construction Co., 503 Neave Bldg., Cincinnati, Ohio, gypsum roof and roof covering; H. H. Bain, 808 Reynolds St., Shreveport, La., roofing; Geo. F. Hardy, Engr., 309 Broadway, New York, City.*

La., New Orleans—Solar Studios, Inc., capi-tal \$40,000, chartered; Percival Stern, Pres., 1734 Palmer Ave.; O. G. H. Rasch, Sec., 2611 Marengo St.

Marengo St.

La., New Orleans—City received bid from Ahrens-Fox Fire Engine Co., Cincinnati, Ohio, at \$35.750 for two pumpers and one ladder truck for fire department.*

La., New Orleans—Gem Tailors, Inc., capital \$20,000, chartered; Sam Caro, 736 Carondelet St.; J. S. Waterman, Jr., 4237 General Taylor St.

La., New Orleans—Pan-American Cigar Inc., capital \$100,000, chartered; Herma Leiser, Joseph Coin, both 139 Decatur St. Md., Baltimore—Broadway Constructio Co., 103 S. Broadway, incorporated; M. Wa ter Krantz, 2218 E. Lombard St.; Mary 7 Krantz, Mary E. Edwards.

Md., Baltimore—Lukens Dredging and Contracting Corp., 543 Calvert Bldg., chartered; Geo. W. Lukens, N. Carter Hammond, Robert E. Kanode.

Md., Baltimore—Statler Toy Corp., 21 N. Liberty St., chartered; Frederick Ziegler, 780 Washington Blvd.; Max J. Serbe, Wm. H. Frank.

Md., Baltimore—Advertising—Otto Balde-ker & Associates, Inc., Charles St. and La-fayette Ave., chartered: Franklin Blake, 524 E. 20th St.; James F. Fox.

Md., Baltimore — Flavoring Extract Liquorel Co., Industrial Bldg., chartered; Winer, Russell and Aluvian Sts.; Murray Goldsborough, Raphael Walter, Citizens I Bank Bldg.

Md., Baltimore—United Plumbing & Heating Co., Inc., 1208 N. Charles St., chartered; Wm. B. Barnes, 1314 Welden Ave.: Jesse Danz, 1532 Carswell St.; Richard Maddock, 2672 Lehman St.

Md., Baltimore—Midway Meat Market, 1111 Charles St., capital \$25,000, incorporated; arry Yaffe, Charles F. Goldberg, both Cal-pet Bilde S. Cha. Harry Yan et Bldg.

Md. Baltimore—R. L. Polk Printing Co., cor. Clifton Ave. and Payson St., capital \$100,000, incorporated; Eli J. Loranger, Equitable Bldg.; Fred W. B. Haneke. 2741 Riggs Ave.; Joseph Addison, 207 N. Calvert St.

Md. Baltimore—Engineering, etc.—Charles S. Dell, Inc., 318 E. North Ave., capital \$10,-000, chartered; Charles S. Dell, 207 W. Pratt St.; Philip E. Rawlings, 2000 E. 30th St.

Md., Baltimore—Maryland Root-Pop Bot-tling Corp., 1453 Annapolis Ave., capital \$50,000, chartered; Geo. Mezitis, Philip Museles, 1814 E. Baltimore St.; Oscar Feld-stein.

Md., Baltimore—Medicines, etc.—Punctual Pharmacals, Inc., 42 Talbot Rd., chartered; Mary E. Lowry, Jessle M. Rine, 308 W. Lombard St.; Nettie L. Jones.

Md., Baltimore—Signalling Apparatus—Adler Safety Control Co., 137 W. North Ave., capital \$50,000, incorporated; Charles Adler, Jr., Md. & Penn. R. R. Bidg.; A. DuPont Parker, C. Morgan Marshall, 117 South St.

Md., Baltimore—Bakery—Dad's Cookle Co. of Maryland, Inc., capital \$25,000, chartered; Michael James Manley, Julius A. Victor, Jr., Albert F. Wheltle, all Title Bldg.

Md., Baltimore—Auto Glass & Bever ic., 625 W. North Ave., chartered; . LeFavre, Margaret C. LeFavre.

Md., Cumberland—Zihlman Glass Co., Albert E. Zihlman, Mgr., let contract to Cumberland Contracting Co. for foundation and to Wright Richardson for erecting 160x60-ft. building, concrete block and steel, concrete floors, steel roof, cost \$35,000; install \$15,000 edujpment. including tanks. lehrs. equipment. including tanks. decorating ovens and finishing machinery; daily output 1000 doz. goblets.*

Md., Frederick—Mercantile—Thomas H. Haller, Inc., 17 N. Market St.; T. H. Haller, John M. Haller, Edw. F. Haller.

Md., Raspeburg—T. B. Gatch & Sons Contracting & Building Corp. chartered; Harry L. Gatch, Talbot Gatch, Turner Ashby Gatch.

Md., Salisbury—Whistle Bottling Co., Lewis Morgan, Pres., let contract to Henry Parsons for 50x70-ft. plant, Duntile cement floor, metal roof (building owned by Mrs. W. T. Banks): install bottling machines, fur-nished by McKenna Brass Co.*

Miss., Amory—Amory Publishing Co., capital \$15,000, incorporated: Theron D. Harden, Lester Moore, J. T. Senter; has taken over Amory News.

Miss., Poplarville—Edwins Candy Co., capital \$20,000, incorporated; J. A. Edwins, L. H. DuPont.

-Merchants Grocery Co., capi-Miss. Utica—Merchants Grocery Co., ca 1 \$25,000, incorporated; J. S. Chapma E. Dodson, Utica; C. M. Scott, Jackson.

Mo., Springfield—Electric Refrigerators—
Modern Home Appliance Co., 326 McDaniel
St., capital \$12,000, chartered; Leo T. Haskett. 601 S. Florence St.; W. J. Hunt, 833
S. Fremont St.; Franklin Raney, Landers Bldg.

N. C., Biltmore—Carolina Plumbing & Heating Co., capital \$50,000, incororated; B. H. Shankle, C. W. Bryson, Sadie D. Bryson.

N. C., Burlington—Confectionery—The Fowler Co., capital \$25,000, incorporated; John M. Coble, 803 W. Davis St.; W. P. Fowler, 305 N. Broad St.; John M. Coble, Jr.

N. C., Davidson-Mercantile-Kubar Manu-

N. C., Davidson—Mercantile—Kubar Manufacturing Co., incorporated; Chas. E. Barnhardt, Paul H. Allen, Ella B. Davidson.

N. C., Greensboro—Charles W. Breneman Co., 2045 Reading Rd., Cincinnati, Ohio, manufacturers window shade cloth), reported, acquired plant of Cunningham Springless Shade Co., N. Spring St.; to be known as Breneman Co., with C. W. Breneman, Pres.; D. L. Robb, Sec.; plans enlarging plant, install new machinery for manufacture of wooden rollers, etc.

N. C., Hendersonville—Rozzelle Furniture

facture of wooden rollers, etc.

N. C., Hendersonville—Rozzelle Furniture
Co., capital \$50,000, incorporated; Charles
Rozzelle, W. Carl Shipman.

N. C., Hendersonville—Rousing Light and
Refrigerating Co., capital \$50,000, incorporated; Minor F. (McSwain, W. J. Rousing,
both Hendersonville; G. M. Ridenhour, Ra-

leigh.
N. C., Statesville—Merchandise—Mack's Credit Store, Inc., capital \$50,000, chartered; I. Max Seigel, Gertrude Seigel.
N. C., Winston-Salem—Medicines—Perry Chemical Co., Wilmington, N. C., capital \$1,000,000, chartered under laws of Delaware; reported, acquired business, formula, patents and good will Perry Drug Co. (owns formula of Milan Proprietary medicine), will compound medicines, flavoring extracts, etc.; location for new building not selected, temporary office 419 Trade St.
Okla, Oklahoma City—R. H. Stoddard.

Okla., Oklahoma City — R. H. Stoddard, cht., American Nat. Bidg., soon let contract r addition to Dink's Parish Laundry buildg, cost about \$20,000.

Okla., Oklahoma City—Exide Battery and Electric Co., Inc., chartered; Claude Earl Borthick, 101 W. F. St. Wm. Ormond Rust, Edwin R. Scranton.

Okla., Okmulgee—Pine Glass Corp., H. G. Pine, Mgr. Box 39, will erect \$250.000 plant, install \$50,000 equipment and machinery. including glass furnace, jar making machines, jar cap machinery, lehrs. etc.: daily output 3 carloads fruit jars. See Want Section—Machinery and Supplies.*

Okla., Tulsa—Tulsa Dairy Products capital \$24,000, incorporated; P. E. E. 33 N. Yorktown St., Ed. Neoson, R. Smittle

S. C., Greenville—Williams Purity Baker incorporated; R. F. Williams, Pres.-Treas Sara I. Williams, Sec.

S C, Union—Piedmont Transportation Co. incorporated; Leo Jenkins, Pres.-Treas.; Geo. Rowland, Sec.

Tenn., Bristol—Undertaking—J. W. Huff, Inc., capital \$25,000, chartered; J. W. Huff, Odell Huff, Mary E. Huff.

Tenn., Camden—Auto Mud Chain Manufacturing Co. incorporated; J. A. Cole, N. J. Cuff, R. L. Davis.

Tenn., Chattanooga—Osborn Furniture Co., G. L. Osborn, 532 Market St., increased capital, \$30,000 to \$50,000.

tai, \$30,000 to \$50,000.

Tenn., Erin—Waggoner Medicine Co., J. C. Collier Bldg., capital \$60,000, incorporated; Dr. I. G. Waggoner, Pres.; J. C. Ralls, Business Mgr.

Tenn., Memphis—Triangle Publishing Co., Inc., capital \$10,000, chartered; M. S. Stuart, E. B. Williams, Bank o Commerce Bldg.; J. E. Walker

Inc., capita E. B. Willi E. Walker.

Tenn., Memphis—Coffee, etc.—Maury-Cole Co., J. E. Maury, Pres., 460 Tennessee St., in-creased capital, \$250,000 to \$750,000; estab-lished branches at Dallas, Tex., and Louisville

Tenn., Nashville—Poultry, etc.—Dixie Packing Co., capital \$100,000, incorporated; Neil Hunt, Lone Oak Rd.; Joe S. Boyd, J. H. Kerfoot, 1912 Broad St.; reported, acquired building Nineteenth Ave. and Clinton St., will remodel, install refrigerating plant, storage model, ins

Texas-See Mining.

Tex., Abilene—Times Publishing Co., Garland Adair; increased capital, \$6000 to \$30,000.

Tex., Amarillo—Crow Drug Co., capital \$10,000, incorporated; J. M. Crow, B. S. Crow, L. H. Suggs.

Tex., Amarillo—Globe-News, reported, will expend \$85,000 for 1-story addition and increasing equipment; purchased high speed press, etc. Address The Manager.

Tex., Amarillo—Nunn-Warren Publishing b. Inc., capital \$150,000, chartered; David Warren, J. L. and J. E. Nunnn, Nunn Bldg.

Tex., Beaumont—Herbert Undertaking Co. incorporated; Albert Rockless, Paul Green, Geo. W. Douglas, 297 Jackson St.

Tex., Carrizo Springs—Horticulture— Hughes & Laxson, Inc., capital \$250,000, chartered; James B. Hughes, John H. Laxson, Mildred B. Hughes.

Tex., Corsicana — W. J. Brown, Tulsa, Okla.; S. P. Woodson, Sherman, Tex., and associates, reported, acquired plant of Coca Cola Bottling Co.; will operate.

Tex., Dallas—Mason Artificial Limb Co. in-corporated; W. E. Mason, W. R. Ellis, Cres-cent Pkwy.; W. W. Wilson, Jr., 3002 Roscoe St.

Tex., Dallas—Weaver Ornamental Iron Works, capital \$20,000, incorporated; G. C. Weaver, 6206 Tremont St.; W. K. Griffin, E. L. Lucky, 1607 Garden Dr.

L. Lucky, 1607 Garden Dr.

Tex., Dallas—Anchor Engineering Specialties Co., incorporated: W. W. Willing, Lynn B. Milan, Magnolia Bldg.; Ambrose Bowdish.

Tex., Fort Worth—Gas Heaters—Just Rite Stove Manufacturing Co., 207 W. 14th St., has plant and equipment installed, furnished by Huey & Philip Hardware Co., 1029 Elm St., Dallas; High Hardware Co., 1005 Houston St., Fort Worth; Oliver H. Vanhorn, 524 Camp St., New Orleans, La.; daily output 150 gas heaters; W. A. Gillentine, plant Mgr., 3420 Cartridge St. See Want Section—Machinery and Supplies.

Tex., Galveston—Bay Fisheries, R. C.

Tex., Galveston—Bay Fisheries, R. C. Trube, 1420 G St., advises: "Not contemplated that any plant will be constructed before end of year."

Tex., Greenville—Louisiana Railway & Navigation Co. of Texas, R. R. Farmer, Vice-Pres., reported, increased capital; \$200,000 to \$400,000.

Tex., Harlingen — Frank Svandlenak received low bid from Worden-Henry Construction Co. at \$25,000 for bakery building; brick and reinforced concrete; R. W. Mulhausen & Co., Archts.*

Tex., Houston—Chemical Products Corp. increased capital \$25,000 to \$100,000.

Tex., Houston—Joseph Finger, Archt., Keytone Bldg., has plans for \$50.000 building t W. Webster and Genesee Sts. for Public aun'dries, 100x200 ft.; soon let contract.

Tex., Huntsville - Jesse E. Bryan Dry

Goods Co., capital \$10,000, incorporated; Jesse E. Bryan, Joe Bryan.

Tex., Laward—Laward Printing and Publishing Co., capital \$12,000, incorporated; D. E. Dalghren, B. C. Lucas, A. B. Davis.

Tex., Mineral Wells—Crazy Hotel Concesion Co., capital \$40,000, incorporated; Car P. Collins, R. F. Snodgrass.

Tex., San Angelo—City plans expending \$25,000 for fire alarm system; E. V. Spence, City Mgr. See Financial News—Bond Issues City Mgr. Proposed.

Tex., San Antonio—Seidel Plumbing and Heating Co., capital \$10,000, incorporated; A. F. Seidel, 912 Van Ness St.; C. C. and W. H. Cade, 215 Camden St.

Tex., San Antonio—Cleaning and Dyeing—Geo. W. Brenner, 1810 Main Ave., let contract to Drelmann Construction Co., at \$14,000, or plant, 1-story, 48x150-ft., brick, tile and concrete, cement floors, composition roof, concrete foundation.

Tex., Teague—W. J. Brown, Tulsa, Okla.; T. U. Cole, Sherman, Tex., and associates, reported, acquired plant of Coca Cola Bot-tling Co.; will operate.

Tex., Wichita Falls—Water Service Corp., increased capital, \$50,000 to \$75,000.

Va., Alexandria—E. H. Magruder, 1312 Kine St., purchased mattress factory of Dyer & Bowman, 408 N. Fayette St.

& Bowman, 408 N. Fayette St.

Va., Portsmouth—Portsmouth Cotton Oil
Refining Corp., Belt Line R. R., reported,
plans to manufacture glycerine and soap
fats from by-products of its oil mills; has
building, installing machinery.

Va., Richmond—Kramer Machine and
Welding Co. Inc., capital \$25,000, chartered;
T. C. Kramer, Pres.; H. C. Kramer, Sec.,
Harvie Rd.

Harvie Rd.

Va., Richmond—Baking Powder, etc.—The Laird Co. Inc., capital \$300,000, chartered; E. C. Laird, Pres., Travelers Bldg.; E. D. Smart, Sec., 3029 Monument Ave.

Va., Richmond—Capitol Inn, Inc., capital \$10,000, chartered; Harry Schussler, Pres., 2105 Grove Ave.; Ida Schussler, Sec.

Va., Roanoke — Merchandise — Harford-ood, Inc., capital \$25,000, chartered; Geo. Wood, Pres., Boxley Bldg.; E. M. Wood,

Va., Roanoke—Clothing—L. Savage & Co. Inc., capital \$50,000, chartered; Leon Savage, 306 Henry St. S. W.; Jennie Savage.

Va., Wytheville—Wytheville Monumental Works, Inc., capital \$15,000, chartered; Thomas F. Walker, B. B. Feaganes, W. G.

W. Va., Belle—Methanol—Lazote, Inc., sub-sidiary of E. I. Dupont de Nemours Co., Wil-mington, Del., has plans for expanding (Methanol) chemically pure wood alcohol plant.

W. Va., Morgantown—Sale of property of U. S. Window Glass Co. to Frank O. Garwood, Columbus, Ohio, Sec. of Bondholders Committee, reported, approved; purchase made in behalf of holders of four-fifths of first mortgage bond issue of \$350,000 issued by company, April 1, 1923; reported, considering plans for re-opening plant.

Motor Bus Lines and Terminals

Tenn., Chattanooga-See Motor Cars, Garages, Filling Station.

Va., Appalachia—Appalachia Star Taxi Co. has permit to operate bus line between Appa-lachia and Calvin.

W. Va., Parkersburg-See Street Railway. W. Va., Parkersburg—The W. & J. Sales Co. ask franchise for third bus line through city.

Motor Cars, Garages, Filling Stations

Ark., Little Rock—Sam M. Abeles, Bankers Trust Bldg., applied for permit for filling station, 701 Denison St.

Ark.. Magnolia—Emerson Motor Co.. capital \$80,000, incorporated; Harvey Mixon, Mgr.-Sec., Haynesville, La.

Fla., Haines City—Hillhouse Motor Co., Inc., capital \$25,000, chartered: J. E. Hillhouse, H. B. Angle, T. L. Hillhouse, Fla., Flagler Beach—R. S. Tolan has permit for service station on Ocean Blvd., between Eleventh and Twelfth Sts.

Fla., Ft. Lauderdale — See Miscellaneous Enterprises.

Fla., Jacksonville—Downs Motor Co., \$10 Hogan St., will occupy new building to be erected 428 Riverside Ave.; 1 and 2 story, 75x250 ft., Spanish design, stucco, polychrome terra cotta and stone, carved wood, spindles and doors; estimated cost \$175,000;

soon begin work, to be finished by August 1; N. S. Wood, Owner; Charles B. Schoeppl, N. S. Archt.

Fla., Pensacola—Standard Oil Co. has permit for filling station cor. Government and

Ky., Owensboro—Firestone Co., E. J. Wilms, Ch. Engr., Lawrenceville, Ill., reported, contract to W. T. Bristow, Owensboro, for vice station, Frederica St., 83x55-ft., Rugbrick, Spanish style; install rotary lift, soline pumps, air towers, etc.; estimated t \$10,000.

La., Merryville—Merryville Motor Co., In capital \$10,000, chartered; Ed. Linn, Geo. Southwell, W. J. Davis.

La., New Orleans—Rathbone DeBuys, Archt., Hibernia Bldg., received low bid from Dudley & Winkle Construction Co., 823 Poydras St., at \$45,850 for garage cor. Jefferson Davis Parkway and Calliope St., 1-story, 224x126-ft., reinforced concrete, steel, brick and hollow tile, cast stone trim.

La., Shreveport—Mutual Benevolent French La, Shreveport—Sutual belevoient French
Aid Society received low bid from GlassellWilson Co., Agurs St., at \$26,175, for automobile storage building cor. Crockett and
McNeil St.; 1 story, \$0x150 ft., brick and
mill construction; Jones. Roessle, Olschner
& Weiner, Archts., Ardis Bldg.

Md., Baltimore—The Cab Co. Inc., 2503 Madison Ave., chartered; Abraham Givner, 2503 Madison Ave.; Bernard M. Savage, 1720 Eutaw Pl. Inc., Giv

Md., Baltimore—Automobiles—W. H. Tracey & Sons, Inc., 1722 Frederick Ave., chartered; Wilbert H. Tracey, Ralph L. Tracey, both 102 W. Rogers Ave.; Clyde L. Hyatt, 10 Hillside Rd.

Miss., Clarksdale—Pan-American Oil Co. has permit for erection filling station at Third and Issaquena Ave.

Miss., Meridian—Standard Oil Co. has permit for \$12,000 filling station at intersection Fifth, Sixth and Twenty-eighth Sts.

Fifth, Sixth and Twenty-eighth Sts.

Mo., St. Louis—Dr. Harry H. Meyer, 1823
N. Taylor St., Charles R. Felton, Bernard M.
Murphy, 133 Edgar Rd., reported, plans incorporating company to be known as The
Universal Automobile Service Co., erect 5story and finished roof garage, Delmar Blyd.,
steel and concrete, fireproof, install ramps, 2high-speed elevators, capacity 500 cars; enclose roof for restaurant and roof garden;
estimated cost \$900,000; to be finished by
Oct. 1.

Mo., St. Louis—Wrought Iron, Barce, Co.

Oct. 1.

Mo., St. Louis—Wrought Iron Range Co., 5661 Natural Bridge Rd., let contract to Murch Construction Co., 1759 Railway Exchange, at \$30,000, for garage, 2-story, 56x42 ft., reinforced concrete, composition roofing, concrete floors; Albert Knell, Archt., 5661 Natural Bridge. ft., reinforces concrete floors Natural Bridge

N. C., Asheville—R. E. Kibler, 59 Spruce St., has permit for erection \$25,000 automobile distributing station, 57 Woodfin St., 2-story, steel, brick and concrete; to be occupied by Elear Co. of North Carolina.

cupied by Elcar Co. of North Carolina.

N. C., Charlotte—Automobile Accessories—
Cline Rubber Co. Inc., capital \$50,000, chartered; T. H. Cline, 1102 Worthington Ave.,
Charlotte; C. P. Cline, Taylor Bldg., Norfolk, Va.; O. B. Carpenter, Kings Mountain.

N. C., Charlotte—Tires—Cline Rubber Co.,
Inc., capital \$50,000, chartered; T. H. Cline,
1102 Worthington Ave., Charlotte; O. B.
Carpenter, Kings Mountain; C. P. Cline, Taylor Bldg., Norfolk, Va.

N. C., Lumberton—Auto Service, Inc., Wil-

N. C., Lumberton—Auto Service, Inc., Wilbur M. Leggett, Sec.-Treas., Second St., will erect garage and filling station. 50x90-ft., steel truss for garage roof 50x70-ft., concrete floors, metal roof; steel windows; construction by local men.*

tion by local men.*

N. C., Wilson—Holt Oil Co., capital \$20,-000, incorporated; .W. N. Holt, R. R. Holt, Smithfield; S. A. Potter, Wilson.

N. C., Winston-Salem—City plans \$100,000 bond issue for constructing municipal garage, stables and equipment: Capt. Harry L. Shaner; Commr. Public Works. See Financial News—Bond Issue Proposed.*

Okla., Enid—Berry-Tidwell Motor Co., E. Broadway, will occupy new building on W. Broadway, garage, storage and show room, 1 story, brick; erected by Harry P. Frantz and W. D. Frantz; D. C. Bass & Sons, Contrs.

S. C., Winnsboro—Winnsboro Chevrolet

S. C., Winnsboro—Winnsboro Chevrolet Co. incorporated; J. C. McMasters, Pres.; E. M. Crawford, Sec.

Tenn., Chattanooga—Century Co., W. E. Brock, Pres., 1111 Chestnut St., reported. plans erecting automobile building on Broad St., first unit of automotive center, to be 125x878 ft., with floor space of 472,000 sq. ft., cost about \$100,000; 1 story, fireproof, brick walls, tile front, steel girders; also

purchased additional 250-ft. site, giving company entire holding of 737x378 ft.; probably design portion of building for bus terminal.

Tenn., Chattanooga—Purity Extract & Tonic Co., Second and Broad St., reported, will erect filling station, garage and auto repair shop, cor. Second and Broad St., for Curtis Holmes; 1-story and basement, 60x120-ft., brick; cost about \$20,000.

Tenn., Etowah—Etowah Chevrolet Co., capital \$10,000, incorporated; W. R. Anderson, Lyde S. Matlock, H. E. Johnson.

Tenn., Knoxville—Knoxville Power & Light o., reported, let contract to Weaver & Me-ill, General Bidg., for garage addition, E. ifth and Jasimine St.

Tex., Corpus Christi—Putman & Edwards let contract to W. J. Thompson for 1-story, 50x100-ft. garage, tile and reinforced concrete, Johns-Manville roof, steel beams, trusses, etc.; estimated cost \$10,000.

Tex., Dallas—Auto Fount Manufacturing Co. incorporated; W. A. Craddock, J. Y. Garlington, R. T. Meador, Kirby Bldg.

Tex., Fabens—Buchanan Motor Co., Main St., plans building garage and storage room; fireproof, cement floor.

Tex., Forney—Riters Garage, Inc., capital \$22,000, chartered; A. W. Riter, C. C. Riter, C., C. Riter, Jr.

Tex., Huntsville — Huntsville Star Auto o. incorporated; Jesse E. Bryan, Mrs. Sue owery, Mrs. Janie Bryan.

Tex., Liberty—Guilmartin Chevrolet Co., Inc., will erect service station, 50x150-ft., either wood or concrete blocks, cement floor, wood and paper roof; plans not completed; receive bids in 60 to 90 days; install Duco outfit.*

Tex., Palestine—Stafford Buick Co., Seynour Stafford, Owner, let contract to C. S. Maffitt for sales and service building, cor. Fennessee Ave. and Main St.

Tennessee Ave. and Main St.

Tex., White Deer—Motor Supply Corp., capital \$10.000, chartered; O. O. Fleenor. P. R. Underwood, J. J. Crume.

Va., Bristol—Washington Chevrolet Co., Inc., capital \$10,000, chartered; R. C. McClure, R. H. McClure, Robt. L. Pennington.

Va., Charlottesville—Virginia Motor Co., capital \$15,000, incorporated; John S. Graves, F. Howard Whelan, Frank M. Thomas.

Va. Danville—General Tire, Supply Co.

Va., Danville—General Tire Supply Co., capital \$20,000, incorporated; W. F. Amonette, Grasty Crews, Masonic Temple; A. B. ette, Grast Richardson.

Va., Lexington—Sterrett Motor Co., Inc., apital \$50,000, chartered; F. F. Sterrett, res.; S. K. Reid, both Buena Vista.

Street Railways

W. Va., Parkersburg—Monongahela West Penn Public Service Co., C. H. Hardesty, local Mgr., reported, expend about \$500,000 for improvements and additions to street railway and bus lines; work includes new equipment, rebuilding tracks, overhead trolleys; new block systems, etc.

Railway Shops and Terminals

Tex., Wills Point—Dams—See Miscellane-is Construction.

Va., Richlands—Norfolk & Western Ry. Co., W. P. Wiltsee, Ch. Engr., Roanoke, Va., reported, plans installing electric pumping station to furnish water to local shops and engines.

Roads, Streets and Paving

In connection with LAND DEVELOP-MENT largo sums are expended for roads, streets, paving and sidewalks. Details will be found under that classification.

Proposed Construction

Ala., Birmingham—City, Eunice Hewes, Clk., plans paving Twenty-fifth St., Twenty-sixth to Twenty-ninth Aves.; estimated cost \$23,200; A. J. Hawkins, City Engr.

Ala., Birmingham — City, Eunice Hewes. Clk., plans receiving bids in about 30 days to repair and lay 3200 sq. yds. sidewalks; A. J. Hawkins, City Engr.*

Ala., Birmingham—City Comn., Eunice Hewes, Clk., plans receiving bids in about 90 days for concrete, asphaltic concrete, sheet asphalt paving, or bitulithic paving, estimated cost \$97,300; A. J. Hawkins, City Engr.*

Ala., Gadsden—Town receives bids Apr. 18 for concrete sidewalks, curbing and gutters on Eighth St. from Tuscaloosa Ave. to city limits at foot of mountain; Ave. Eghth to Ninth; Tuscaloosa, Sixth to Ninth. Address Town Clk.

Ala., Heflin—State Highway Comn., Montgomery, plans completing Bankhead Highway from Heflin to Harlason County line; contingent upon passage of \$25,000,000 bond issue.

Ala., Huntsville—Madison County Commrs.
plan regrading and surfacing 1 mi. road from
West Clinton St. through Seminole Park.
D. C., Washington—Dist. Commrs. received
low bid from Corson & Gruman, Thirty-third
and K Sts. N. W., at \$2.75 per sq. yd. for
standard asphalt pavement for street widening; Interstate Amiesite Co., \$2.35 per sq.
yd. for resurfacing.

yd. for resurfacing.

Fla., Jacksonville—Duval County Commrs., Frank Brown, Clk., plan paving in Highway Improvement Dists. Nos. 1, 2, 3, 4 and 5; Dist. No. 1, hard surface road north of Lackawanna, Marietta and Cassatt Aves. between highway and Lackawanna Aves.; Dists. Nos. 2 and 4 include Fifty-third St., Park St. west to Cedar River; Dist. No. 3, pave Cassatt Ave. extension, Highway to Kingsbury Ave.; Dist. No. 5, paved road from Dixie Highway to Lem Turner road, from end of Trout River Bridge on Lem Turner road to Dixie Highway betwkeen Logan farm and Dinsmore, cost about \$350,000. See Financial News—Bond Issues Proposed.

Fla., Miami Beach—City. Claude A. Ren-

Fla., Miami Beach—City, Claude A. Renshaw. Mgr., plans draining and curbing parkways on Palm Island. cost \$28,000; repair streets on Hibiscus Island; lay sidewalks in vicinity Miami Beach Ida M. Fisher High School; J. N. Lummis, Jr., Mayor.

Fla., Tampa—Hillsborough County Commrs., W. A. Dickenson, Clk., receive bids to pave Armenia Ave., between Memorial Highway and Azeele St.; 25 ft. wide; A. B. Pimm, County Engr.

Fla., Tampa—City, Wm. E. Duncan, Clk. plans paving Henry Ave., Nebraska Ave. to 15th St.

Georgia—State Highway Dept., John N. Holder, Chmn., East Point, plans hard-surfacing road from Waycross to Homerville; graveling road from Homerville to Lanier facing rearrayeling re

Ga., Camilla—Mitchell County plans 10 ml. graveling, between Baconton and Flint, part of Appalachian Secnic Route. Address County

Commrs.

Ga., Gainesville—Hall County Commrs.
plan 8½ mi. concrete, Atlanta Highway
from end of present paving to county line;
approximate cost \$250,000; Capt. A. C.
Stringer, County Supvr.

Ga., Macon—Bibb County Road Board will
improve Zebulon road, leading off Forsyth
Road, from Lone Pine filling station; W. G.
Middlebrooks, Chmn.

improve Zebulon road, leading off Forsyth Road, from Lone Pine filling station; W. G. Middlebrooks, Chmn.

Ga., Macon—City Council approved plans to widen First St. to 50½ ft. from Poplar St. to Cotton Ave.; Wallace Miller, Mayor.

Ga., Savannah—Chatham County Commrs., Oliver T. Bacon, Chmn., plan extending Estill Ave., Hopkins St. to Ogeechee road; G. Reuben Butler, County Clerk.

Ga., Waycross—City Comn. plans receiving bids to top-surface with 2½-in. asphalt Carswell and Plant Ave., Tebeau and Gilmore St. Kentucky—Mason County will appropriate \$115.000 to grade and drain road through Russell's Corner to Westport and Jefferson County line; Trimble County appropriated \$12,000 toward Bedford-Campbellsburg road; McLean County, \$26,128 toward Calhoun-Beech Grove road. Address State Highway Comm., E. N. Todd, Engr., Frankfort.

Kentucky—State Highway Comn., Frankfort, received low bids for 12 roads and 2 bridges: Adair County—15.232 ml. grade and drain Columbia-Burkesville Road, Masson Construction Co., West Point, Ky., \$161.796; Daviess County—5.906 ml. river gravel surfacing. Owensboro-Hawesville, Ellis & Kelly, Owensboro, \$41.752; 4.207 ml. river gravel, Owensboro, \$29.263; Hardin County—4.147 ml. waterbound macadam, Elizabethtown-Leitchfield, Myers Bros., Campbellsburg, Ind., \$52.903; Kenton County—3.553 ml. reinforced concrete paving, Nicholson-Walton, Wilmore Paving Co., Middletown, Ohio, \$87.002; Laurel County—3.22 ml. grade, drain and waterbound macadam surface, Corbin-London, F. W. Graham, Pineville, \$428; Lyon County—6.799 ml. grade and Stoner, Charleston, Mo., \$89,190; Marshall County—16.623 ml. grade and drain, Eggners Ferry-Benton. Carter. Carter & Braden, Clay \$147,612; Oldham County—9.601 ml. grade drain and waterbound mac-Litch figures and surface, Corbin-London, F. W. Graham, Pineville, \$428; Lyon County—6.799 ml. grade and Stoner, Charleston, Mo., \$89,190; Marshall County—16.623 ml. grade and drain, Eggners Ferry-Benton. Carter. Carter & Braden, Clay \$147,612; Oldham County—9.601 ml. grade drain

cadam, Lagrange-Louisville, Georgetown Construction Co., Georgetown, \$166,520; Union County—11.025 mi. grade and drain, Morganileld-Shawneetown, Ill., road, Carter, Carter & Braden, \$71,730; Washington County—7.518 mi. grade and drain, Springfield-Lebanon, Wilmore Construction Co., Wilmore, \$61,159; Barren County—bridge over Barren River, Glasgow-Scottsville road, Alexander Bros., Cadiz, Ky., \$28,222, concrete structure and approach; Vincennes Bridge Co., Vincenes, Ind., \$19,824, steel superstructure; Pendleton County—bridge over Licking River at Falmouth, Falmouth-Brooksville road, Codell Construction Co., Winchester, \$17,624, concrete substructure; Vincennes Bridge Co., \$28,775, steel superstructure.*

28.775, steel superstructure.

Kentucky—State Highway Comn., Frankfort, receives bids April 29 for 16 roads: Anderson-Franklin Counties—6.6 mi. alternate type surfacing, Lawrenceburg-Graefenburg road, Alton to intersect Midland Trail near Graefenburg; Bell County—3 mi. grade and drain, Pineville-Clear Creek Springs, from point 1.5 mi. south of Pineville to Clear Creek Springs; Bracken County—4.4 mi. rebuilding and surfacing, Brooksville-Falmouth road, Willow to Pendleton Countyline; Calloway and Graves Counties—12.2 mi. grading and draining, Murray-Mayfield road, Murray to intersect Mayfield-Paris, Tenn. road.

In Daviess County—5.1 mi. alternate types

n. road.

Daviess County—5.1 ml. alternate types

road, Murray to intersect Mayfield-Paris, Tenn. road.

In Daviess County—5.1 ml. alternate types surfacing, Owensboro-Livermore road, Browns Valley to McLean County line; Greenup County, 12 ml. grade and drain, Greenup Fullerton-Vanceburg road, Limeville to Lewis County line, not including Fullerton; 12 ml. grade and drain, Olive Hill-Fullerton road, from junction between SP 20 and SP 47, northwardly to Fullerton; Henry-Trimble Counties—10.1 ml. grade, drain and surface, Campbellsburg-Bedford road, Campbellsburg to Bedford; McLean County—8.126 ml. alternate types surfacing, Owensboro-Livermore Island road, from Daviess County line near Livia to Island, not including Livermore.

In Nelson County—10.5 ml. Bardstown-Elizabethtown road, Bardstown to 1.5 ml. east of Boston; deliver 15,000 tons crushed stone; Shelby County—5.8 ml. grade, drain and surface, Shelbyville-LaGrange road, Shelbyville northward; 5.7 ml. grade, drain and surface, Shelbyville-Cropper road, from intersection with Eminence road near Shelbyville, northeastwardly; Simpson County 9 ml. Franklin-flussellville road, Franklin to Logan County line, 6200 tons crushed stone; Todd County—9.5 ml. Elkton-Trenton road, Elkton to Trenton, 9000 tons crushed stone; Union-Webster—14 ml. grade and drain, Sullivan-Clay-Providence road, Springfield to Willisburg, 15,000 tons crushed stone; plans on file; E. N. Todd, State Highway Engr.

Ky., Frankfort—State Highway Comn. plans receiving bids in June on Frankfort-

Ky., Frankfort—State Highway Comn. lans receiving bids in June on Frankfort-ew Castle road; E. N. Todd, State Highway

Ky., Fulton—City plans street improvement; Black & Veatch, Consit. Engrs., Mutual Bldg., Kansas City, Mo.; E. W. Hopkins, Res. Engr.*

Ky., Greenup—Greenup County plans Tygart Valley and River roads, \$400,000 appropriated. Address County Commrs.

Ky., Irvine—Estill County plans improving ow Creek road, from mountains to Raven-n. Address County Commrs.

na. Address County Commrs.

Ky., Winchester—Clark County plans road building. Address County Commrs. See Financial News—Bond Issues Proposed.

La., Benton—Bossier Parish Police Jury receives bids Apr. 12 for 4 roads: Houghton-Bodcau bayou: Bellevue Oil Field spur; Bodcau bayou-Benton, all gravel; 5.4 mi. Rocky Mount-Hughes Spur highway; plans from J. R. Wendt, Parish, Engr.

La., Shreveport—City, L. E. Thomas, Mayor, plans paving Alexander St., Stephenson to East Slattery St.

Md., Baltimore—Board of Estimates ap-

Mayor, plans paving Alexander St., Stephenson to East Slattery St.

Md., Baltimore—Board of Estimates approved expenditure of \$72,000 to pave with sheet asphalt Gilmor St., Lexington to Riggs Ave.; also \$240,000 to pave 22 streets, avenues and alleys, including Fait and Haddon Ave., Waesche and Briscoe St.; Steuart Purcell, Highways Engr.; B. L. Crozier, Ch. Engr.; Howard W. Jackson, Mayor.

Md., Baltimore—Board of Awards receives bids April 13 to grade, curb and pave with 15,000 sq. yd. sheet asphalt, concrete base, streets in Cont. No. 395; 12,900 sq. yd. sheet asphalt, concrete base, Cont. No. 396; 21,390 sq. yd. cement concrete, concrete base, Cont. No. 397; 15,375 sq. yd. cement concrete, Steuart Purcell, Highways Engr.; B. L. Crozier, Ch. Engr.; Howard W. Jackson, Mayor.

Md., Baltimore—City, Plan Committee approved plan to widen to 50 ft., grade and pave North Bend road, Edmondson Ave. to Frederick road, new Annex; Steuart Purcell, Highways Engr.; B. L. Crozier, Ch. Engr.; Howard W. Jackson, Mayor.

Mississippi — State Highway Dept., Jackson, plans 524 mi. roads during 1927: 231 mi. improved earth; 238 mi. sand-clay, gravel and macadam; 55 mi. asphalt, concrete and

Miss., Holly Springs—State Highway Dept, Jackson, receives bids Apr. 20 for 13.6 mi. graded road and bridges south of Holly Springs, Marshall County, cost about \$212,-000.

Miss., Oxford—State Highway Dept., Jackson, receives bids Apr. 19 for 2 mi. gravel road between Holly Springs and Oxford, Lafayette County, estimated cost \$36,000.

Miss., Pascagoula—Jackson County Court, Fred Taylor, Clk., plans completing paving Old Spanish Trail, between Ocean Springs and Biloxi.

Miss., Ripley—State Highway Dept., Jackson, receives bids Apr. 21 for 4.3 mi. gravel surface road, Blue Mountain to Ripley, Tippah County, estimated cost \$68,000.

Mo., Ash Grove—City, F. D. Conner, City Clk., plans 3625 ft. 44½-in. reinforced Portland cement concrete paving; 4703 sq. yd. reinforced concrete; 1600 cu. yd. grading; Alexander Engineering Co., Woodruff Bldg., Springfield, Mo.*

Springfield, Mo.*

Mo., Clayton—St. Louis County Highway Dept., plans repairs on Forsythe Blvd., from city limits of St. Louis to Big Bend road.

Mo., Clayton—St. Louis County Chamber of Commerce, Kirkwood, interested in 21 mi. 100-ft. concrete highway, to connect with St. Charles road on north and Lemay Ferry road on south.

Mo., Huntsville — Randolph County Commrs. plan state roads, cost \$500,000; county system of highways, cost \$350,000. See Financial News—Bond Issues Proposed.

Mo., Independence—City plans re-surfacing Maple Ave., Liberty St. to Osage St. Address City Cik.

Mo., Joplin—City, J. M. Lane. Commr. of Public Properties and Public Utilities, plans paving with concrete, Moffet Ave., Seventh to Twenty-second, cost \$39,200; Twelfth St., Main St. to Illinois Ave., \$20,200.

Mo., Springfield—Springfield Special Road Dist., W. H. Schreiber, Dist. Engr., plans improving Norton St., Broadway to National Ave.

Mo., Springfield—Springfield Special Koad Dist., W. H. Schreiber, Dist. Engr., plans improving Norton St., Broadway to National Ave.

North Carolina—State Highway Comn., Raleigh, received low bids for 18 roads and 3 bridges totaling 79.58 ml. hard surface, 63.08 ml. improved dirt roads: Halifax County—14.5 ml. top soil, Route 125, Scotland Neek to intersection Route 40, J. F. Mulligan Construction Co., \$77,893; construction work, E. R. Beney Construction Co., \$16,872; Columbus County—7.6 ml. top soil, Route 231, Bladen County line to intersection Route 20, J. F. Mulligan Construction Co., N. Wilkesboro, \$16,872; Randolph-Liberty Counties—2 ml. hard surface, Route 60 and 62, Foster-Copenhagen Co., \$50,482; Davie County—over Yadkin River, Route 75, Kiker & Yount, \$145,—616; Hoke County—S.8 ml. hard surface, Route 24, Raeford to Cumberland County line, W. F. Bowe, Jr., \$230,820.

In Cabarrus County—8.37 ml., Route 27, through county, R. H. Wright & Son, Asheville, \$206,607; Wilson County—10.75 ml. grading, Route 22, Wiggins Mill to Johnston County line, Griffin & Perry, \$40,654; construction work, T. A. Loving & Co., \$11,981; Henderson County—over Green River, Route 191, E. A. Wood & Co., \$103,700; Mecklenburg County—12.8 ml. hard surface, Route 26, Pennell & Harley, \$311.904; Halifax to Weldon, Roberts Paving Co., \$147,335; Warren County—14.76 ml. hard surface, Route 48, Warrenton to Macon, Highway Engineering and Construction Co., \$120,096; Robeson County—10.5 ml. hard surface, Route 70, Lumberton to Fairmont, Noll Construction Co., Lexington, \$157,712; Franklin County—5.67 ml. grading, Route 56, Louisburg, east, W. C. Carter, \$21,476.

In Cumberland County—16 ml. top soil, Route 21, Fayetteville to Harnett County line, C. A. Ragland, Louisburg, \$74,335; construction work, J. C. Bowers, \$8,755; Buncombe County—3.45 ml. hard surface, Route 20, Madison County—9.69 ml. concrete, Route 24, Clinton to Duplin County line, R. H. Wright & Son. \$223,987; Haywood County—4.14 ml. grading, Route 10, Canton to Buncombe Count

work, Hobbs Peabody Construction Co., \$9562; Chatham County—2.21 ml. hard surface, Route 75, Pittsboro to Orange County line, Zeigler Brothers, \$336,562; Caldwell County—4.30 ml. top soil, Route 75, from intersection Route 18 towards Taylorsville, J. F. Mulligan Construction Co., \$36,538; construction work, Hobbs-Peabody, \$9562.*

North Carolina—State Highway Comn., Raleigh, receives bids April 20 for 20 roads; estimated cost \$2,600,000; W. E. Hawkins, State Construction Engr.

N. C., Asheville—Buncombe County Commissioners considering road from Madison County line to Intersect highway near Refuge and extend through property of E. L. Sprouse, John Humter and Cainey Ramsey; widening Maple Crest road, from Emma.

N. C., Wilmington—New Hanover County Commrs. contemplate road from Wilmington to Carolina Beach, along Cape Fear River.

N. C., Wilmington—City, Thos. D. Meares, Clk.-Treas., plans improving and repairing various streets, brick, blocks, sheet asphalt, bitulithic or bituminous concrete, on solid foundation, or concrete, also brick, stone concrete, etc., sidewalks, cost \$30,000. See Financial News—Bond Issues Proposed.

N. C.. Winston-Salem—Board of Public Works, Thomas Barber, Mayor, receives bids Apr. 13 for 11.845 sq. yd. sheet asphalt or Warrenite bithulithic pavement, 5375 lin. ft. combination concrete curb and gutter, 2525 cu. yd. excavation. See Financial News—Bond Issues Proposed.

Okla., Chandler—Lincoln County Commrs. plan hard surfaced roads; cost \$900,000; gravel roads; cost \$300,000. See Financial News—Bond Issues Proposed.*

Okla., El Reno—Canadian County Commrs. plan graveling 14 roads: 5 ml. Postal Highway, from point west of El Reno, west; East Foreman St., from Rock Island tracks near old ice plant, to Rice Bridge; 4½ ml. from north of Calumet to county road; 3 ml. east from point north of Calumet; from junction of Sections 19, 20, 29 and 30, Oak Township, west and north; 12 ml. from point south to El Reno, on Meridian Highway, to Caddo Jake Ferry; gravel road, 4 ml. west and 1 ml. north of Union City; gravel road, 3 ml. east of Union City; from point 4 ml. south of Okarche, Meridian Highway, 3 ml. west and 3 ml. east; from point 2½ ml. north of EReno, gravel road west to Darlington, and 1 ml. east along Stewart farm; 2 ml. Postal Highway, through Banner, from point south of Banner; from point on Mustang-Union City road, 3 ml. west of Mustang, gravel east to county line: 2 ml. Postal Highway north, from point ½ ml. west of Yukon.

S. C., Columbia—City, G. F. Cooper, Clk.

S. C., Columbia—City, G. F. Cooper, Clk.-Treas., receives bids April 12 for 100,000 yds. paving; R. M. Porter, City Engr.*

Tenn., Knoxville—City, Frederick Ault, Recorder, receives bids April 14 for 41,000 sq. yd. sheet asphalt, 38,000 sq. yd. asphaltic concrete 2 to 6-in. concrete base, 17,000 cq. yd. concrete paving; 5000 sq. yd. concrete sidewalks, 20,000 lin. ft. concrete curb and gutter; plans from City Engr.*

gutter; plans from City Engr.*

Tenn.. Knoxville—Dept. of Public Service, Alexander Harris, Director, plans paving, sidewalks and drainage on about 40 streets and avenues, cost \$609.000. See Financial News—Bond Issues Proposed.

Tenn.. Memphis—City, Harry Howe, Commr. of Streets, plans expending about \$50,000 to repair graveled streets.

Tex. Angleton—Research County Community.

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to repair graveled streets.

Tex., Angleton—Brazoria County Commrs., Scott Gaines. County Judge, authorized 8 mi. Algoa-Chocolate Bayou road, connecting with Santa Fe Highway at Algoa, and with shell road through Liverpool and Angleton.

Tex., Beaumont—Jefferson County, B. B. Johnson, County Judge, considering 9 countywide road projects, including widening Port Arthur road; cost \$1.147.000; and several precinct projects; cost \$426.000; Ben F. Shipley, County Engr. See Financial News—Bond Issues Proposed.*

Tex., Beeville—Bee County, R. J. Beaclay.

Issues Proposed.*

Tex., Beeville—Bee County, R. J. Beasley.
County Judge, plans 7.5 ml. caliche base and
asphalt surfacing, Highway No. 12, Skidmore
to Bynam, to San Patricio County line, estimated cost \$115,000; E. L. March, Engr.

Tex., Bryan—Brazos County Commrs, plan
widening and repairing 5 ml. Bryan-College
Highway.

Tey. Colorado, Mitchell County Comm.

Tex., Colorado—Mitchell County, Chas. E. Thompson, County Judge, plans building Highway No. 1; cost \$200,000. See Financial News.—Bond Issues Proposed.

Tex., Cuero—DeWitt County. Stanley Kula-lk. County Judge, plans 18.05 mi. grading, idges and bituminous macadam surfacing, ighway No. 81, Cuero to Gonzales County ne, estimated cost \$165,000; Terrell Bartlett

Engineers, Inc., Calcasieu Bldg., San Antonio.

Tex., El Paso—El Paso County plans improving Highway No. 1, from county line to Sierra Blanca, Hudspeth County; G. B. Finley, State Highway Div. Engr., El Paso.

Tex., Fort Worth—City, O. E. Carr, Mgr., receives bids April 12 to pave 3 sections Camp Bowie Blvd., two 30-ft. drives on either side of 20-ft. railway right-of-way; 10-ft. sidewalks.

Tex., Gatesville—Ciryell County, L. M. Stunnett, County Judge, plans 1.358 mi. bituminous macadam surfacing. Highway No. 7, through Gatesville, from Culps Corner to Leon River Bridge, estimated cost \$27,500; D. C. Fisher, County Engr.

Tex., Lagrange—Fayette County, Theo. W. Lueders. County Judge, plans 8.239 ml. grading, bridges and gravel surfacing, Highway No. 73, Fayetteville to Austin County line, estimated cost \$127,000; R. E. Schiller, County Engr.

Tex., Harrisburg—City plans improvement and extension of streets: cost \$55,000. Address City Clk. See Financial News—Bond Issues Proposed.

Tex., Hillsborough—Hill County Commrs. an road building, in Irene Road Dist.: cost 50,000. See Financial News—Bond Issues

ex., Johnson City—Blanco County plans h and south trunk line through county; \$150,000. Address County Commrs. See Incial News—Bond Issues Proposed. 'inancial

Tex., Jourdanton—Atascosa County, Earl D. Scott, County Judge, plans 8.27 ml. bituminous macadam surfacing, rock asphalt on macadam base, Highway No. 9, from Live Oak County line northwest, estimated cost \$165,000; Jas. V. Curnutte, County Engr.

Tex., Karnes-Karnes County Engr.
Tex., Karnes-Karnes County plans 7 ml.
hard paving, San Antonio—Corpus Christi
Highway, probable cost \$150,000. Address
County Judge. See Financial News—Bond
Issues Proposed.

Tex., LaGrange—Fayette County, Theo W. Lueders, County Judge, plans 7.559 mi. gravel surfacing, Highway No. 71, Plum to Bastron County line; estimated cost \$33,000; R. E. Schiller, Engr.

Tex.. Lubbock—Lubbock County, Chas. Nordyke, County Judge, plans grading and bridges on 2 roads: 11.5 mi., Highway No. 53, Lubbock to Idalou, estimated cost \$70.000: 17.5 mi. Highway No. 7, Lubbock to Hockley County line: estimated cost \$95,000; J. W. Alger, County Engr.

Tex., Lubbock—Lubbock County, Chas. Nordyke, County Judge, plans 7 mi. grading, bridges, Highway No. 53. Idaleu to Crosby County line; estimated cost \$42,000; J. W. Alger, County Engr.

Tex., Orange — Orange County Complan completing paving on Orange and B mont Highway next to Sabine River: ward F. Maddox, Eleventh Dist. Highway

Engr.

Tex., Palestine—Anderson County. *E. H.
Shelton, County Judge, will expend about
\$10,000 for 2½ ml. dirt road, and improve
14 ml. road; plans 25 culverts.*

Tex., Plainview—City, W. E. Risser, Mayor,
plans paving extensions. See Financial News

—Bond Issues Proposed.

Tex., Quanah—City receiving bids for ad-tional blocks of paving; estimated cost (8,000. Address City Clk.

Tex., San Angelo—City, E. V. Spence, Mgr., plans street paying, cost \$350,000. See Financial News—Bond Issues Proposed.

cial News-Bond Issues Proposed.

Tex., San Antonio-Bexar County, Augustus McCloskey. County Judge, plans 9.16 ml. asphalt top, Highway No. 3. Medio Creek to Medina County line: estimated cost \$63,000; A. C. Pancoast, County Engr.

Tex., San Antonio-City. John W. Tobin, Mayor, plans expending \$18.693 to pave San Fernando St., South Laredo to South Medina, and \$5368 for Archiega St., Alamo to Presa; I. Ewig, City Engr.

Tex., San Antonio—City, John W. Tobin, Mayor, receives bids April 14 to grade, raise, fill. hard foundation. and 1½-in. cold or hot rock asphalt, or asphaltic topping paving; I. Ewig, City Engr.

Ewig, City Engr.

Tex., Seymour—Baylor County, J. T. St. Clair, County Judge, plans bids soon for 13.45 mi. bituminous macadam surfacing. Highway No. 23. Seymour to Throckmorton County line, estimated cost \$200,000; J. G. Rollins, Res. Engr.

Tex., Seymour—Baylor County, J. W. St. Clair, County Judge plans 13.67 mi. direct penetration bituminous macadam, Highway No. 30, Seymour to Knox County line, estimated cost \$106,000; J. G. Rollins, County Engr.

Tex., Temple—City plans laying curb, graveling and probably asphalt topping south Eighth St. Address City Clk.

Tex., Throckmorton—Throckmorton County ans improved roads: L. R. Allison, Res. ighway Engr. See Financial News—Bond sues Proposed.

Tex., Waxahachie—Ellis County, H. R. Stovall, County Judge, plans hard-surfacing 3 roads: 4.19 ml. Highway No. 6, Waxahachie to Sterrett; 5.89 ml. Highway No. 34, Waxahachie to Ray; 4.83 ml. Highway No. 34, from point .87 ml. west of Waxahachie; W. A. Soalding, County Engr.

Tex., Wharton—County, John Norris, County Judge, plans 12.45 mi. grading and bridges, Highway No. 12, Wharton-Edna road. Jackson County line to El Campo; estimated cost \$61,500; Nagel-Witt-Rollins Engineering Co., care of J. M. Nagle, Res. Eng.

Va., Gloucester—State Highway Comn., H. G. Shirley, Chmn., Richmond, plans receiving bids within 2 months to extend Tidewater Trail. from Gloucester Courthouse toward Matthews, Gloucester County.

Va., Jonesville—State Highway Comn., H. G. Shirley, Chmn., Richmond, plans 8 mi. hard surfacing Jonesville-Rogersville section of Lonesome Pine Trail, Lee County.

Va., Norfolk-See Bridges, Culverts, Via-

Va., Richmond—City, R. Keith Compton, Director of Public Works, plans street paving, curbing and gutter; cost about \$500.000. See Financial News—Bond Issues Proposed.

Va., Richmond—City, R. Keith Compton, Director of Public Works, may smooth pave Seventh St., Leigh to Canal, and Canal, Ninth to Seventh; cost \$50,000.

W. Va., Bluefield—City Board of Directors onsidering paving Clifford St., Bland St. O Genoa Ave. Address City Mgr. Bennett.

W. Va., Parkersburg—City plans paving Dilloway St., Thirteenth to East Twelfth. Address City Clk.

Dilloway St., Thirteenth to East Twelfth. Address City Clk.

W. Va., Parkersburg—Wood County Special Roads Committee, W. C. McConaughey, plans building and improving 7 roads: Rayon Drive, from Viscose Plant to Elizabeth Pike; grading State Route No. 2, Mineral Wells through Rockport to Wirt County line; grading and surfacing Staunton Pike, end of present pavement near Kanawha Station to Wirt County line; grading and surfacing Belleville road, Lubeck to hard road in Harris Dist.; Williamstown Pike, Williamstown to Route 2, near Valley Mills; Murdoch Ave. extension, Redwood Crossing to Briscoe; widen Camden Ave., Fort Neal to General Porcelain Plant, and Broadway, from Camden Ave. to Elizabeth Pike; estimated cost \$1,000,000. See Financial News—Bond Issues Proposed.

W. Va., Wheeling—City, H. L. Kirk, Mgr.

W. Va., Wheeling—City, H. L. Kirk, Mgr., plans improving Broadway St., Aetna to Washington; Washington St., Broadway to

Contracts Awarded

Contracts Awarded

Florida—State Road Dept., Dr. Fons A. Hathaway, Chmn., Tallahassee, let contracts for 3 roads: Brevard County—Road No. 4, 13.45 mi. surface treated limerock, Sharps to Bonaventure, C. A. Steed & Son, Okeechobee, \$248,763; Levy County—Road No. 19, 15.01 ml. surface treated limerock base, Bronson to Marlon County line, H. L. Clark & Son, N. E. 56th St. and Second Ave., Miami, \$206,463; Lake County—Road No. 2, 15 ml. sheet asphalt, Helena Run to Groveland, Manley Construction Co., and C. R. Scott, Tampa, \$396,865.*

Fla., Flagler Beach—City Commrs. let contract to Hooper Construction Co., for approaches at intersection of side streets and Ocean Shore Blvd.

Fla., Okeechobee—C. A. Steed & Sons have ontract for rock paving highway to Sheran and Stuart.

Fla., Pensacola — Noonan-Lawrence Construction Co., Thiesen Bldg., has contract for 24-ft. wide paving on LaRua and Strong Sts. Address City Cik.

Address City Cik.
Fla., Tampa—City Comm. let contract to Cone Brothers, Caesar and Walton Sts., at \$12.000 to pave Armenia Ave., with 1½-in. ashbalt surface on 6-in. limerock base: at \$24.000, for 2½-in. asphalt block on 6-in. shell base, Marrison Ave. and Beach Way; all 24-ft. wide.*

Greensboro-Paul N. Howard Co. N. C., Gre N. C., Greenshoro—Paul N. Howard Co., has contract at \$6635 for concrete retaining wall along Asheboro St. to conform with proposed widening of Asheboro St., from Gorrell St. to Elm-Davis underpass.

N. C.. Winston-Salem—Board of Public Works, Harry L. Shaner, Commr., let contract to Atlantic Bitulithic Co., Wachovia Bank

Bldg., to pave Stratford road, from present paving at old city limits to Buena Vista road.*

Okla., Earlsboro — Standard Paving Co., 1742 E. Sixth St., has contract at \$48,000 to pave 3 blocks on Main St. and 2 blocks on Seminole Ave.

Okla., Sentinel—City, E. J. Winningham, Clk., let contract to Connelly Bros., at \$82,-357, for paving improvements.

Tex., Denton—City let contract to W. M. Jagoe Construction Co., at \$2.15 per sq. yd., to pave 3 streets on Court Square and part of Ponder Ave.; at \$1.80 per sq. yd. for gravel base on Welch and Mulberry St. Address base on City Clk.

City Cik.

Tex., Houston—City, O. F. Holcombe, Mayor, reported, let contract to Smith Bros.. Inc., 2402 W. Dallas St., at \$523,137 to pave 2 sections Navigation Blvd. with 3-in. brick; Buffalo to H. B. T. R. R. crossing, 120 ft. wide; H. B. T. crossing to Seventy-seventh St., 60 ft. wide.

Tex., Houston—Gulf Bitulithic Co., 701 Foster Bldg., has contract at \$60,000, to pave 1 mi. Southmore St. Main to Almeda, 35-ft. wide; at \$150,000, for San Jacinto St., McKinney to McGowen, 52-ft. wide.

W. Va., Charleston—City. H. C. Walker.

W. Va., Charleston—City, H. C. Walker, Mgr., let contract to Bruce Construction Co., Peoples Exchange Bank Bldg., to pave Big-ley Ave. fill.

W. Va., Wheeling—City, H. L. Kirk, Mgr., let contract to Consolidated Engineering Co., National Bank of W. Va., Wheeling, at \$17,000 for 9-in. reinforced concrete paving, Bethany Pike between car tracks at Woodsale and bridge at Edgwood St.

Sewer Construction

Sewer construction in LAND DEVELOP-MENT projects involves the expenditure of large sums of money. Under that classifica-tion details of these improvements are re-ported.

Ala., Birmingham—City, plans storm sewers. See Want Section—Bids Asked.
Ala., Dothan—City votes May 2 on sewer bonds. See Financial News—Bonds Issues Proposed.

Proposed.

D. C., Washington—District Commrs., reported, received following low bids for sewer projects: M. Cain, 13 Sixth St. N. E., for Section 2 of Nebraska Ave. storm water sewer Falls Branch storm-water, Albermarle and 42nd Sts. N. W., service sewers; W. F. Brenzer & Co., 101 New York Ave. N. E., for Sixth St. and Keefer Place, north west relief sewer, Section 3 North Illinois Ave., trunk sewer, Connecticut Ave., service sewer. Good Hope Rd. combined system; Loomis-Wetzel Contracting Co., 1125 14th St. N. W., for Section 4 Broad Branch stormwater; Falls Branch stormwater; Falls Branch stormwater, Sec. 5, and Connecticut Ave. replacement sewer; Adams & Morino, for Thirty-eighth St. stormwater.

Fla., Fort Lauderdale—Solomon, Norcross

for Thirty-eighth St. stormwater.
Fla., Fort Lauderdale—Solomon, Norcross & Keis, Inc., Consit. Engrs., 1-2-3 Sunset Bldg., advise city has under consideration construction of sanitary and storm sewers, which will probably cost in excess of \$1,000,000: plans and specifications have been completed, and as soon as legal and financial arrangements have been made work will start.

Fla., Stuart—City voted sewer bonds. See Financial News—Bond Issues Proposed.

Ga., Claxton—City, C. E. DeLoach, Clk., voted \$15,000 sewer bonds.

Ky., Louisville—Commrs. of Sewerage, receives bids April 25 for Fourth Street Relief Sewer. See Want Section—Bids Asked.

La., Baton Rouge—City, F. F. Pillett. Engr., reported investigating possibilities of installing complete new outlet on Missispip River opposite University Lake for city sewer system.

Mo. Hannibal—City, reported, making plans for vitrified clay and concrete sewers in Oakwood Sewer District; R. Gettler, Engr.
Mo., Joplin—V. E. Koch, 702 N. Pearl St., reported, has contract for sewer.

Mo., New Madrid—City, reported, soon re-ive bids for vitrified clay sewers. Address ceive bids f The Mayor.

Mo., Springfield—George Russell of Russell & Axon, McDaniel Bldg., reported, making sewer survey in southeast section.

Mo., St. Joseph—City, reported, takes bids in April or May for sewer system in Brookdale District; W. M. Spann, City Engr.

Mo., St. Louis-City, reported, plans sewers

in Highlands Joint sewer district; W. W. Horner, 300 City Hall, Engr.

N. C., Charlotte—City Commrs., reported, let following contracts for equipment for westside sewage disposal plant: General Electric Co., Schnectady, N. Y., for blowers; Charlotte Electric Co., 612 W. Trade St., for outside power distribution system and installing switchboard; Allis-Chalmers Mfg. Co., Johnston Bidg., for pumps; Simplex Valve & Meter Co., 68th and Upland Sts., Philadelphia. Pa., for venturi meters; W. M. Piatt, First Nat. Bank Bidg., Durham, Consit. Engr.*

N. C., Charlotte—City Comsn., reported, authorized \$225.000 sanitary sewerage bonds for extension of present system and enlargement of sewage disposal plant; W. M. Piatt, Consit. Engr., Durham.

N. C., Durham—City, receives bids April 14 for sewer. See Want Section—Bids Asked. N. C., Greensboro—City, E. B. Jeffress. Mayor. receives bids April 12 for constructing Glenwood and Piedmont Heights sewer outfall

C., Winston-Salem-See Water Works. Okla., Chelsea—City, reported, votes soon \$25,000 sewer bonds.

cla., Perkins—City, reported, plans \$30,-sanitary sewer system. Address The Okla.. Mayor.

Okla., Tulsa-W. B. Carter, 1509 E. Admiral St., reported, has contract for storm

Okla., Tulsa—City, reported, plans sewers in Owen Park and Ingram Lewis addition. Address The Mayor.

S. C., Columbia—City, R. M. Porter, City Engr., will receive bids on storm sewers, as soon as estimates are prepared; \$300,000 available. available.

S. C., Spartanburg—McClelland Co., Charlotte, N. C., reported, has contract at \$45,000 for extension of water works and sewers for Drayton Mills.

Tex., Big Springs-See Water Works. Tex., Big Springs—See Water Works.

Tex., Galveston—Walsh, Burney & Moore,
928 N. Flores St., San Antonio, reported,
received contract at \$199.366 for Projects 1,
2, 3, 4 and 6 of sewer program, and W. A.
Kelso & Co., 2215 C St., Galveston, at \$14,
223 for Project 5.

Tex., Harrisburg-See Water Works. Tex., McCamey-See Water Works.

Tex., McLean—C. L. Hasie, Civil Engr., emphis, reported, making preliminary sur-y for sewer system; may vote on bonds.

Tex., Plainview-See Water Works. Tex., San Angelo—City, reported, votes oon on sewer bonds. See Financial News-Bond Issues Proposed.

—Bond Issues Proposed.

Tex., San Antonio—Alamo Concrete Pipe Co., 1231 Hoefgen Ave., reported, has contract for supplying concrete sewer pipe for sanitary sewers in Jefferson Heights.

Tex. San Antonio—N. A. Saigh Co., 511 Builders Exchange, has contract at \$49,946 for extension of sanitary sewer mainss; I. Ewig, City Engr.*

Tex., Waco—City, H. F. Connally, Mayor, ceives bids about April 19 (not definite) for wer system connecting into main outfall. 22 Want Section—Bids Asked.

W. Va., Wheeling—The J. N. Chester Engineers, Union Bank Bldg., Pittsburgh, Pa., making survey of sewerage system and report on sewage disposal for city.

Street Railways

Tenn., Knoxville—Knoxville Power & Light Co., reported, has permit for addition to car barn, 1-story, 143x32-ft., brick; Weaver & McGill, Contrs., General Bldg., R. F. Graf & Son, Archt., Journal Bldg.

Telephone Systems

D. C., Washington—Chesapeake & Potomac Telephone Co., Charles T. Claggett, Div. Mgr., reported, Install additional switchboard equip-ment in central offices and outside plant extensions; estimated expenditures \$395,890.

extensions; estimated expenditures \$395.890.*

La., Lafayette—Southern Bell Telephone & Telegraph Co., main office Atlanta, Ga., plans erecting 2-story exchange building, reinforced concrete, composition roof, miscelaneous iron and steel, interior marble and tile work; receive bids April 9; Mayre, Alger & Vinour, Archits., 801 Walton Bidg., Atlanta; R. S. Soule, Associate Archt., 429 Carondelet St., New Orleans, La.

La. New Orleans—Southern Bell Telephone

La., New Orleans.—Southern Bell Telephone and Telegraph Co., main office Atlanta, Ga., reported, let contract to G. M. Gest, 1013 Carondelet St., for construction of subways on various streets.

Mo., St. Louis—Southwestern Bell Telephone Co., Percy Redmund, Gen. Mgr., reported, started work on 4-story addition to telephone office at Locust and Beaumont St.; cost approximately \$336,000; addition is first unit in \$635,000 project to expend and rebuild long-distance plant, also re-cable entire plant and reconstruct switchboards.*

Okla., Shawnee—Sub-contracts for Southwestern Bell Telephone Co.'s addition as follows: Oklahoma Sash and Door Co., 8 E. Grand St., millwork; Mann Plumbing Co., heating and plumbing; Lumbermen's Supply Co., American Natl. Bidg., brick; E. E. Davis Stone Co., 2300 N. Broadway, stone; Midwest Steel Co., First Natl. Bidg., steel; Swanda Brothers, 510 N. Second St., roofing, all Oklahoma City; Oklahoma Electric Supply Co., Shawnee, for wiring.

Tenn., Memphis—Southwestern Bell Telephone & Telegraph Co., 197 Court Ave., main office Atlanta, Ga., reported, plans \$250,000 annex to present building, 6-story; also probably erect \$100,000 station in Eastern section of city; Frank Flournoy, Mgr.*

Tex., Amarillo—Panhandle Telephone and Telegraph Co., capital \$150,000, incorporated; Geo. H. Hill, 909 Florida St.; J. E. and J. L. Nunn, Nunn Bldg.

Tex., McAllen—Rio Grande Valley Tele-phone Co. increased capital \$75,000 to \$500,-

Va., Roanoke—Chesapeake & Potomac Telephone Co. of Virginia, Albert E. Berry, Pres., reported, plans expending \$208,000 for additions and improvements in State; Charles H. Weber, Div. Mgr.

Textile Mills

Textile Mills

Ala., Decatur—Caldwell & Co. are offering \$380,000 first (closed) mortgage 7% serial sinking fund gold bonds of Textile Realty Co., Inc.; company is constructing textile manufacturing plant at Decatur, leased to Connecticut Mills Co., Danielson, Conn., 3 stories, on site of 40 acres, brick and steel, modern type of construction; will install approximately 32,000 spindles, with capacity of 7,000,000 lbs. of cord and other automobile fabric per annum; plant will be ready for operation August 1; proceeds from this issue and from sale of common stock will provide entire amount necessary to complete the property; Connecticut Mills Co., incorporated under laws of State of Massachusetts, owns plants at Fall River, Mass., and Danielson, Conn., and leases plant at Taunton, Mass.*

Ark., Magnolia—T. S. Grayson, Pres.; J. C. Hutcheson, V.-Pres.; J. B Lee. Sec.-Treas. of company organizied with \$500,000 capital; erect 5000 spindle mill.*

Ga., Atco—The American Textile Co., J. A. Miller Pres. advises: "Contract for ex-

Ga., Atco—The American Textile Co., J. A. Miller Pres., advises: "Contract for extension of mill and 74 cottages, let to Sam N. Hodges, Bona Allen Bldg., Atlanta, Ga.; manufacturers drill, sheeting and duck."

manufacturers drill, sheeting and duck."

Ga. Gainesville—Grinnell Co., Inc., 22 E.

4th St., Charlotte, N. C., has contract at
\$100,000 for automatic sprinkler equipment,
heating, power piping, humidifying and
air-cleaning systems for Chicopee Mfg. Co.'s
plant; The American Moistening Co., subsidiary of Grinnell Co., will handle humidifying and air cleaning equipment.

Ga. Valdosta-Strickland Cotton Mills let

Ga., Valdosta—Strickland Cotton Mills let contract to J. S. Schofield & Son, Macon, for boiler; Draper Corp., Hopedale, Mass., for looms.

looms.* N. C., Belmont—A. C. Lineberger, Pres., Acme Spinning Co., advises: "At stockholders meeting March 31 it was decided to build a duplicate mill of one in operation consisting of 16,320 spindles on somewhat coarser numbers than now produced; built along side present mill, using same railroad tracks, warehouses, fire protection and mill village will be served by same water sources now available; an issue of \$400,000 preferred stock with surplus we have in present plant will take care of new plant; preferred stock will be sold to present stockholders at par; machinery contracted for; plant when completed will cost around \$500,000."

N. C., Burlington—East End Hosiery Mill,

pleted will cost around \$500,000."

N. C., Burlington—East End Hosiery Mill, Chas. H. Rimmer, Pres.; Rex Ivey, Secy; has building on E. Davis St., later may build mill; manufacture silk half-hose.

N. C., Graham—Onedia Cotton Mills, reported, has plans for 40x100-ft. picker room, company will probably handle own construction; J. F. Serrine & Co., Greenville, S. C., Archts.Engrs. Archts.-Engrs.

N. C., Ronda—C. W. Johnston Mills Co., Charlotte, reported, organized Arcadia Mills Co., as operating company for Wilco Mill (formerly Ronda Mill); plant has 5500 spindles and manufacturers yarn.

South Carolina—S. Slater & Sons, I Webster, Mass., advises: "Contemplate

tablishing mill in South; have option on piece of property in South Carolina."

S. C., Anderson—Gossett Dyeing and Finishing Co., capital \$200,000, organized with Samuel H. Lander, Pres.; erect plant; J. E. Sirrine & Co., Greenville, S. C., Engrs.; will let contract promptly.

S. C., Greenville—Southern Worsted Corp., Camp Sevier, reported, installing 40 additional looms; weekly output 30,000 yds. cloth.
S. C., Greenville—Woodward Baldwin & Co., 43 Worth St., New York, reported, acquired about 6800 shares stock in F. W. Poe Mfg. Co., textile mills.

S. C., Pelham, R. Sta. Greer—Enoree Converting Co.. reported, organized by H. T. Crigler, 314 Crescent Ave., Greenville, and J. P. Gossett, Williamston; leased building, remove machinery from East, manufacture thread.

S. C., Spartanburg—Whitney Mfg. Co., sported, having plans prepared for warehou 45,000 sq. ft. floor space.

S. C., Union—Sidney M. Edelstein, Industrial Engr., Union, advises work will begin promptly on glove silk and glove silk underwear plant for Liberty Fabrics Corp.; builder in charge of plant, A. W. Cheshire, Union; to be in operation in 90 days.*

Tenn., Knoxville—Jefferson Woolen Mills, Ed. Lockett, Pres., advise: "Company is adding extensively to plant, are building weave room and also building for carding; Baumann & Baumann, Archts.: Gervin & Gervin, Contracters," 220 W. Clinch St. (Not building a warehouse as lately reported.)

a warehouse as lately reported.)

Va., Bristol—High Rock Bristol Co., Inc.,
I. A. Sagendorph, Gen. Mgr., advises regarding fleece underwear plant; 'Main building
2 stories, 376x100 ft., second building 314x80
ft.; will contain 12 sets of Davis & Furber
carding and spinning, 90 Tompkins knitting
machines, 300 to 400 sewing machines, with
other machines for washing and drying,
when fully equipped; I. A. Sagendorph,
Designing Engr. and Builder; buying all
materials and equipment direct; timber,
Newman Co.; brick, Bristol Brick Co.;
motors, Knoxville Equipment Co.*

Va., Martinsville—Pannill Knitting Mill.

Va., Martinsville — Pannill Knitting Mill, Dr. C. T. Womack, Pres., Cleveland Ave., reported, increased capital, \$200,000 to \$250.000; erect wing, 3 stories, 100x50 ft. Company advises: "Doing work under supervision of local man; materials arranged for."*

Water Works

Details of water works improvements in connection with the many LAND DEVELOP. MENT operations will be found under that classification.

D. C., Washington—Lock Joint Pipe Co., Ampere, N. J., low bidder at \$448,560 for extending high pressure service of Third District from Fort Reno eastward.

Fla., Panama City—See Electric Light and Power Plants.

Ky., Calhoun—General Power and Light Co., 231 S. LaSalle St., Chicago, Ill., reported, acquired water plant of C. G. Gilmore; plan improvements.

Md., Baltimore—Board of Awards receives bids April 13 for water works improvements. See Want Section—Bids Asked.

Miss., Biloxi—Collins Bros. Cont. Co. has contract at \$6750 for 2 pumping stations; Biloxi Plumbing and Heating Co. has contract at \$50.862, for water mains.*

Mo., Neosho—City, reported, voted \$25,000 water works bonds; plans installing chlorinating plant, purchase additional land, improve water supply at Elk Spring, install new pump. Address The Mayor.

Mo., New Madrid—City, reported, soon takes bids for water mains, fire hydrants, etc. Address The Mayor.

etc. Address The Mayor.

Mo., St. Charles—City, reported, votes April 5 on \$47,000 water works bonds. Address The Mayor.

Mo., St. Louis—City, reported, let contract to The Phillip Carey Co., 4485 Duncan Ave., and Johns-Manville, Inc., 1705 Locust St., for pipe insulation.

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for pipe insulation. Mo., St. Louis—Board of Public Service receives bids April 12 for materials for sedi-mentation basin, etc. See Want Section— Bids Asked.

N. C., Winston-Salem-City plans water works and sewers. See Financial News-Bond Issues Proposed.

Okla., Chelsea—City, reported, plans voting \$15,000 water works bonds. Address The

Earlboro—City, reported, plans rks improvements. Address The Okla., works

Okla., Sayre—City, reported, votes April

4 on \$53,000 water works bonds, \$12,000 sewer. Address The Mayor.

Okla., Shawnee—H. L. Cannady Co., 1116 S. Lewis St., Tulsa, reported, has contract at \$471,000 for water works improvements. S. C., Spartanburg-See Sewer Construc-

Tenn., Centerville—City. reported, having plans prepared by F. L. Wilcox, Consit. Engr., Chemical Bldg., St. Louis, Mo., for water

Henderson-See Electric Light and Tenn., Hen Power Plant.

Tenn., Knoxville—Columbian Iron Works, Chattanooga, reported, has contract for fire hydrants.

hydrants.*

Tenn., Knoxville—City, Wiley Thomas. Pur. Agent, reported, let contract to United States Cast Iron Pipe and Foundry Co., Birmingham, Ala., for 45,000 ft. of 6, 8, 10, 12 and 24-in. capacity pipe, tar-coated outside and cement lined inside.*

Tenn., Nashville—City, W. W. Southgate, City Engr., advises: Nash. Machinery Co. has contract for 16 only-14" fianges; U. S. Cast Iron Pipe & Foundry Co., for 14" flanged specials and 16" specials for water works; other figures not available at this time.*

Tenn., Petersburg—City, J. W. Murray,

Tenn., Petersburg-City, J. W. Murray, Mayor, reported, plans \$40,000 water works. Tex., Agua Dulce—Agua Dulce Water Sup-ly Co., capital \$10,000, incorporated; Wm. hillips, H. G. Yakey, J. G. Marzek.

Tex., Big Springs—City Commsn., reported, plans extension and improvements to water and sewer mains.

and sewer mains.

Tex., Brownsville—National Cast Iron Pipe
Co., Birmingham, Ala., has contract for
Class B cast iron pipe; will lay pipe with
city forces; install 750 h. p. boiler; F. H.
Williams, Supt. Utilities.*

Tex., Harrisburg—City, J. S. Bracewell, City Atty., votes May I on water and sewer bonds. See Financial News—Bond Issues Proposed.

Tex., McLean—City let contract to Edwards Water Well Co., Oklahoma City, Okla., for water well.

Tex., McCamey—Roy Irick, Plainview, pried, has contract for water works a wer system.

sewer system.

Tex., Plainview—City, W. E. Risser, Mayor, plans water and sewer extensions.

Tex., Tyler—City, A. B. Curtis, Jr., Sec., let contract to Crisman & Nesbit, Lansing Bldg., Dallas, at \$20,950 for addition to filter plant and International Filter Co., 333 W. 25th Place, Chicago, at \$10,700 for filters.

Tex. Wightin Falls—City receives hids

Tex.. Wichita Falls—City receives bids April 18 for 500,000 gal. water storage tank, cost about \$40,000: Black & Veatch, Conslt. Engrs., Mutual Bldg., Kansas City, Mo.

Va., Bristol—City, reported, rejected plan for bullding dam and reservoir on Spring Creek for water supply. Address The

Woodworking Plants

Fla., Ft. Lauderdale—Baskets, etc.—Unique Manufacturing Co. incorporated; D. E. Piper, 308 S. E. 4th St.; G. C. Zeigler, S. D. Shaw.

Shaw,
Ga., Griffin—Acme Furniture Co., Route 5,
High Point, E. A. Henderson, Pres. advises
regarding plant at Griffin: "Project not even
considered, only making inquiries as to
suitability of place with idea of later establishing a plant somewhere in that part of
country."*

La., Ferriday—Coleman Cooperage Co., Jackson, Tenn., reported, plans erecting plant for manufacture barrel staves and heads; leased 10-acre site.

La., Winnfield—Charles Glistrap and associates contemplate erecting plant to manufacture furniture stock and other dimension stock, cut to rough size, also to pattern in the rough; install equipment and machinery. See Want Section—Machinery and Supplies.

Mo., Springfield—Springfield Wagon Co.

Mo., Springfield—Springfield Wagon Co., H. F. Fellows, Pres., 801 Booneville St., advises: "We purchased A. B. C. Trailer Truck Co. of Memphis. Tenn.: will move same to Springfield and manufacture here at our plant."*

Nagan, 214 N. Main St.; C. R. Barrier.
N. C., Leaksville—Dan River Furniture
Corp., capital \$150,000, chartered; Claude H.
Jones, F. M. Flinn, C. P. Wall.
N. C., Roaring River—Roaring River Furniture Co.. C. J. Lambert, Pres.; rebuilding
burned plant, 1-story, 70x200 ft., for machine
room, and 2-story, 70x185 ft., for finishing
and packing departments; wood construction.*

S. C., Columbia—Charlotte Wagon & Auto Works, O. V. Hoke, Pres., S. Mint St., Char-lotte, N. C., reported, plans establishing branch plant.

Tenn., Knoxville—Knoxville Furniture Co., 528 McGhee St., plans increasing capital \$50,000 to \$75,000.

Tex., Dallas—Wooden Novelties—Novelty Art Co., F. B. Trautschold, Propr., 2213 Cedar Spring St., let contract to Cowdin Brothers for 2-story building, Cedar Springs Rd. and Carlisle St., North Dallas; hollow cement tile and stucco, steel sash; estimated cost \$15,000.

FIRE DAMAGE

Ark., Warren—Warren Bank Bldg., occupied by bank, J. L. Lindsey, photographer, W. S. Goodwin, lawyer, etc.; loss \$50,000.
Fla., Chipley—Abbott Bros. sawmill.

Ga., Quitman — Barfield Sawmill, Branch ariety Works; loss \$100,000; owned by F.

Ga., Macon—National Highway Pharmacy Crump's Park, owned by Mrs. S. T. Ous-Ga.

Ky., Lexington—A. W. Arkle's residence, 4 Edgemere Drive, Nicholasville Pike; loss \$8000.

Winchester — Hodgkins Supply Co.'s pens, loss \$7000.

Md., Baltimore—Public School No. 106-A, Sharp St., between Henrietta and Montgomery Sts. Address Board of Education.

Md., Rockville—Chas G. Linthicum's residence, near Neelesville; owned by Mrs. Martha E. Linthicum; loss \$8000.

Miss., Brookhaven—A. T. Morton, mercantile; Sanitary Market and James A. Thompson's building; loss \$60,000.

Mo., Linn Creek-Moulder Hotel, address The Proprietor; other buildings; loss \$35,000. Mo., Linn Creek-Wm. Roach's residence; other buildings.

N. C., Connelly Springs—Blue Ridge Cotton Mill, J. W. Abernathy of Newton, Pres.; loss \$150,000.

N. C., Louisburg—Administration Building at Louisburg College, Dr. A. W. Mohn, Pres. N. C., Ronda—Plants of Yadkin Valley Furniture Co., Inc., and Williams Grist Mill Co., Inc.; loss \$150,000.

N. C., Shelby—Mooresboro Cotton Oil Co. ed house, warehouse and office; loss \$15,

N. C.. Sparta—Building, Main and White-head Sts., owned by Dr. J. L. Doughton, occupied by Alleghany Pharmacy, Dr. C. A. Thompson, Sparta Hatchery, etc.; build-ing loss \$10,000, pharmacy, \$6000, hatchery,

Okla., Mulhall-W. H. Coyle's gin; loss \$20,000.

Okla., Picher—Tar Creek Mining Co.'s 300 on gin mill; loss \$75,000; Fred J. Childress,

Tenn., Decaturville—Decatur County court-house; loss \$20,000. Address County Com-missioners.

Tenn., Knoxville — Dwelling on Holston Hills Corp. property.

Tenn., McMinnville—Two buildings owned by W. D. Hughes; loss \$11,000.

Tex., Colorado — J. H. Greene Toggery, gents' furnishing store; loss \$10,000.

Tex.. Ennis—National Cafe, McCall's Electric Shop, bottling works of Joe F. H. Houdek; loss \$12,500.

Tex., Fort Worth—Mutual Cottonseed Oil Mill on Denton Highway; loss \$7500. Tex., Mineola—Watts Motor Co.'s garage; ss \$35,000.

Tex., Orange—Boarding house owned by Mrs. D. G. Petty, Mansfield, La., occupied by Mrs. J. H. Burt; loss \$7500; Monroe Parish's residence, 1310 Cypress St.; loss \$3000.

Carson — Carson Agricultural School g; loss \$25,000.

Va., Lilian-Bray Bros. garage; loss \$8000. Va., Petersburg—Building at Old St. and Old Market Square occupied by Gray Seed Co., Gray Produce Co. and Charles Luns-ford, Wills & Co.; loss \$150,000.

Va., Tappahannock—Carson Phillips' bara; \$15,000.

W. Va., Beckley — E. H. Crouch Lumber Co.'s storage house, carpenter shop and sta-bles; loss \$50,000. - E. H. Crouch Lumber

Charleston-Wright Hat Shop, 717

BUILDING NEWS

BUILDINGS PROPOSED

Association and Fraternal

Fla., Fort Lauderdale — Salvation Army plans building, N. Brickell Ave. near Fourth

Fla., Wildwood—Ancient Free and Accepted Masons soon break ground for \$20,000 temple.

Ga., Brunswick—Ancient Free and Accepted Masons erect brick building; filling station on first floor, lodge rooms above.

Ky., Lexington—Grand Lodge, I. O. O. F., Wm. Davies, Grand Sec., probably call for bids about April 15 on boys' gymnasium and dormitory, Odd Fellows Orphans Home; cost \$150,000. brick, 2 stories and basement, accomodate about 125, school room seat 40: Frankel & Curtis, Archts., 401 Hernando Bldg.

La., Kenner-Kenner Lodge 417, A. M., erect 2-story temple; financing.

N. C., Brevard—Dunn Rock Lodge, A. F. & A. M., C. C. Yonge, Chmn. Bldg. Comm., plans building.

N. C., Raleigh—Boy Scouts plan \$15,000 camp at Old Company Mill; main building with lodge and dining hall, repairs to dam on Crabtree Creek, new dam and swimming pool, restore old mill, erect screened cabins, erect and equip workshop, sanitary devices,

Okla., Pawhuska—American Legion, Walter Miller, plans brick and stone building; 1 story, 80x50 ft.

1 story, 80x50 ft.

Tenn.. Chattanooga — Central and South Side Y. M. C. A. Board of Directors approved plans for 4-story industrial building, Mitchell Ave. near Main St.; showers, 1000 lockers, 20x60-ft. swimming pool, gymnasium, and gallery, auditorium, dormitory rooms; cost about \$300,000, \$425,000 fund campaign also includes provision for 10 frame huts at Camp Ococe, boys' camp near Parksville, additional dormitory rooms, additional gymnasium and health facilities at Central and boys' buildings.*

Tex.. Port Arthur — Cosmopolitan Lodge

Central and boys' buildings.*

Tex., Port Arthur — Cosmopolitan Lodge
No. 872, A. F. & A. M., erect \$175,000 temple, Lake Shore Drive and Lake Charles Ave.;
Colonial type, 3 stories, stone, brick, fireproof; club rooms, library, etc., on first
floor, assembly hall and banquet hall on second, lodge rooms above; drawing plans.

W. Va., Madison—Odell Lodge, No. 115, A. F. & A. M., Sigfus Olafson, member Bldg. Comm., receives bids April 15 at office S. E. Bradley for temple; 3 stories and basement; plans and specifications on file.

Bank and Office

D. C., Washington—Farmers & Mechanics National Bank, Harry V. Haynes, Pres., erect stone branch building, Wisconsin Ave. and 39th St. N. W.

Ga., Chickamauga—Crystal Springs Bleaching Co. erect \$25,000 office building.

ing Co. erect \$25,000 office building.

Miss., Brookhaven—Brookhaven Bank and
Trust Co. remodel and enlarge building, W.
Whitworth and W. Cherokee Sts.

Mo., University City, St. Louis—University
Holding Co., 6602 Delmar Bivd., erect fireproof bank and office building, Delmar and
Heman Sts.; brick and rein. concrete, 3 stories and basement, 75x85 ft., Colormix, marhle and wood floors, Indiana limestone, Carthage stone, cast stone, gypsum block, metal
covered doors; Bonsack & Pearce, Archts.. 411
Olive St.; Dickle Construction Co., Contr.,
1643 Syndicate Trust Bidg., both St. Louis.

N. C., Durham—First National Co. receives

N. C., Durham—First National Co. receives bids April 16 for 5-story office building. W. Chapel Hill St.; site 50x145 ft., Indiana limestone front, steel and concrete; G. W. Carr, Archt.

Carr, Archt.

Tex., Dallas—Cary-Schneider Investment Co., Dr. E. H. Cary, Medical Arts Bldg., having final plans drawn for 15 additional stories to 4-story garage annex to 19-story Medical Arts Bldg.; cost \$1,000,000; fireproof, brick, stone, terra cotta, steel, reinforced concrete; Herbert M. Greene Co., Archt., 805 Santa Fe Bldg., Dallas; W. J. Knight & Co., Struct. Engrs., Wainwright Bldg., St. Louis, Mo.*

Tex., Hebbronville—Fred Patten erect 4-story office building.

Tex., McAllen—Chamber of Commerce, W. R. McGarrity, Sec., erect \$10,000 to \$15,000 building; Harvey P. Smith, Archt., Natl. Bank of Commerce Bldg., San Antonio; open bids in few weeks.

Tex., Midland—Dr. John B. Thomas excavating for \$125,000 office building; fireproof, 5 stories, 45x100 ft., concrete foundation; David S. Castle Co., Archt., Abilene.*

Churches

Ala., Albany - Decatur — Central M. E. Church, South, Albany, 409 Jackson St., reported receiving bids for brick and stone Sunday school; 3 stories, 102x140 ft.; cons \$170,000; Miller and Martin, Archts., Title Guarantee Bldg., Birmingham.*

Ala., Tuscaloosa—Brandon Memorial M. E. Church, South, plans \$500,000 building, Tenth St. and Tenth Ave. Address The Pastor.

Ark., El Dorado—Second Baptist Church plans \$10,000 addition. Address The Pastor.

Ark., Hot Springs National Park—Third Street Methodist Church, W. E. Mowery, Chrmn., Bldg. Comm., erect \$50,000 brick and stone building. Quapaw and Grand Aves.; tile roof; auditorium and Sunday school each accomodate 600; W. P. Almand, Archt., Boyle Bldg., Little Rock.

Ark., Little Rock—Wright Avenue Christian Church, T. M. Cory, Chmn., Bldg. Comm., plans building, Summit Ave. and 18th St.; \$20,000 Sunday school unit first; 0,000 auditorium.

Ark.. Stephens—Baptist Church erect \$25,000 building. Address The Pastor.

Ark.. Stepnens—Baptist Church erect \$25,000 building. Address The Pastor.

Ala., Tuscaloosa—Brandon Memorial M. E. Church, South erect \$500,000 building, Tenth St. and Tenth Ave., cor. University campus; site 200x200 ft.; 2 units, educational unit first, to care for all students' activities and Sunday school work; plans by H. M. King, Archt., Board of Extension of M. E. Church South, Louisville, Ky.

Ark., Jonesboro—Fisher Street Baptist Church erect \$10,000 building to replace burned structure; 2 stories, 48x60 ft., concrete and pine floors, composition roof. See Want Section—Building Materials and Equipment.*

Ark., Little Rock—First Nazarene Church, Rev. Edw. M. Border, Pastor, plans brick veneer building, Ninth and Battery Sts.; 2 stories and basement, composition roof, plue

Fla., Coral Gables, Miami—First Christian Church recently incorporated; S. S. Hall, W. S. Stacy and W. D. Sanford, Trustees, erect building. Avenue Menores near Ponce de Leon Blvd.; 3 units.

Blvd.; 3 units.

Fla., Jacksonville—Central Christian Church erect \$100,000 church and parsonage, W. Ninth St. near Laura St.; Romanesque type, 50-ft. towers; auditorium seat 600; Klutho, Cole & Cates, Archts., St. James Bidg.

Ga., Alma — First Baptist Church erect pressed brick building; auditorium seat 350, gallery 250; classrooms; brick ordered. Address The Pastor.

Ga., Macon—Tatnall Square Presbyterian Church, G. A. Willis, member. Bldg. Comm., install new heating plant, light fixtures; paint and repair auditorium and roof as first unit of 5-unit building program.

unit of 5-unit building program.

Ga., Macon — Mulberry Street Methodist Church, Jas. H. Porter, Chmn. Bldg. Comm., plans to open bids about May 1 for \$250,000 Sunday school; veneer with limestone and brick, 3 stories, oak and linoleum floors, slate roof; also having plans drawn for remodeling church to include limestone veneering of exterior, reworking choir loft, installation of new organ, new windows and glass, new heating plant, flooring and complete redecoration; plans to carry on work on both buildings at same time; Dunwody & Oliphant, Archts., 460 Broadway.*

Ga.. Savannah—First Christian Church.

Ga., Savannah—First Christian Church, Rev. J. Randall Farris, Pastor, purchased dwelling, 907, Whitaker St.; remodel for Sunday school.

Sunday school.

Ga., Savannah—Grace Methodist Church,
Rev. Chas. G. Ernest, Pastor, erect \$40,000
Sunday school; 3 stories, 40x70 ft.

La., New Orleans — Touro Congregation
have plans ready about 2 weeks for bids on

reinforced concrete and brick community center and educational building, Gen. Pershing St. and St. Charles Ave.; cost \$50,000, 2 stories, steam heat; Natham Kohlman, Archt., Pere Marquette Bldg.*

La., Shreveport-Dunlap Memorial Presbyterian Church, J. F. Welch, Chmn., Bldg. Comm., have completed plans by Jones, Roessle, Olschner & Wiener, Ardis Bldg., for reinforced concrete, steel and brick church and Sunday school; Creswell and Columbia Sts.; raising \$60,000 for latter as first unit; 3 stories.

La., Shreveport—St. Marks P. E. Church have plans about ready for bids on reinconcrete, face and common brick parish house; 2 stories, steam radiation heat; Sunday school accommodate 600, music department 150, kitchen, motion picture projection room; Clarence W. King, Archt., Giddens-Lane Bldg. Lane Bldg.

Md., Baltimore — Methodist Episcopal Church, care Harry W. Burgan, Supt. of Baltimore district, announced plans for \$100,000 religious education building, to be built on lot in back of First M. E. Church. St. Paul and 21st Sts.; include gymnasiums, libraries and recreation rooms.

Miss., Hattlesburg—Sacred Heart of Jesus R. C. Church, Rev. Jos. Enis. Pastor, lets contract April 14 for hollow tile and brick church and rectory; cast stone trim, 1 and 2 stories, 75x80 ft. and 28x75 ft., cost \$55.000; R. C. Springer, Archt., Rosenbaum Bidg., Meridian. Sees Want Section—Building Materials and Equipment.*

Miss., Indianola-Methodist Church, W. M. Lockhart, Chmn., Bldg. Comm., plans building.

Miss., Prentiss—Presbyterian Church, W. H. Matherson, Chmn., Bldg. Comm., erect \$10,000 brick building; E. C. Hearon & Sons, Archts., 201½ W. Pine St., Hattiesburg.

Mo., St. Louis—Gospel Tabernacle, care Aegerter & Bailey, Archts., 1904 Rwy. Exchange Bidg., erect \$35,000 building, Union and Maple Aves.; brick, 1 story and basement, 50x90 ft., concrete footings, brick foundation, yellow pine floors, steam heat; seat about 350.

N. C., Greenville — Presbyterlan Church, Fifth and Pitt Sts., Rev. W. G. Harden, Pastor, erecting \$35,000 building; 3 stories, 60x 90 ft., concrete and wood floors, slate roof; address proposals on furnishings, equipment, etc., \$10,000, to Mrs. C. W. Harvey, Fifth St. West; Jas. E. Greene, Archt., Bankers Bond Bldg., Birmingham, Ala.; J. L. Cannon. Constr. Supervisor; oil heating, electrical work and plumbing by Mr. Cannon. See Want Section—Building Materials and Equipment.*

Okla., Mangum—Presbyterian Church, Rev. Mr. Curtis, Pastor, erect \$20,000 building; Clay Riggins, Archt.

S. C., Anderson—First Baptist Church, D. C. Brown, Chmn., Baracas Class Comm., plans \$60,000 Sunday school addition; Casey & Fant, Archts.; 3 stories; accommodate about 2000.

S. C., Greenville—Allen Temple Methodist Church, Colored, Rev. D. L. Witherspoon, Pastor, erect \$75,000 to \$80,000 building, site present structure, Green Ave. and Markley St.; brick, 2 stories and balcony, seat 1000, classrooms on first floor; J. A. Lanford, Archt., care Owner; work probably start by April 15.

Tenn., Memphis — Immaculate Conception Church, Rev. D. J. Murphy. Pastor, erect basement of 2-story brick and concrete build-ing; Regan & Weller, Archts., Dermon Bldg.

Tex., Austin—Hyde Park Methodist Church, Rev. W. J. Bugg, Pastor, remodel: erect balconies in auditorium, additional classrooms.

Tex., Beaumont—Westminster Presbyterian Church having plans drawn by Livesay & Wiedemann, San Jacinto Bidg., for building, 934 Calder Ave.; financial campaign in April.*

Tex., Beaumont—Calvary Baptist Church erect \$30,000 building, after plans by Fernand & Fitch, Slaughter Bldg., Dallas; brick and tile, 2½ stories, 92x50 ft.. cement and wood floors, concrete foundation; tar and gravel roof; furnishings, equipment, etc., \$10,000. Address E. C. Kline, 590 Buford St., Beaumont. See Want Section—Building Materials and Equipment.*

Tex., Galveston — Temple B'Nai Israel Congregation, Robt. I. Cohen, Sr., Pres.,

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plans community center building; \$30,000 available at present.

Tex., Port Arthur—First M. E. Church plans to complete Sunday school; fireproof, accommodate 1100. Address The Pastor.

Tex., San Antono—Leo M. J. Dielmann, Archt., 306 E. Commerce St., drawing plans for Catholic chapel, Army Blyd.; Mission type, 1 story, hollow tile and stucco, concrete foundation; cost about \$10,000.

Tex., Sherman—First Presbyterian Church plans \$70,000 brick, stone and reinforced concrete building. Address The Pastor.

Tex., Smithville—Grace E. L. Church organized with W. A. Witt, Chmn. of Board; plans building.

Va., Richmond—Grace Baptist Church, H. F. Cox, member, Board of Trustees, improve building, Grove Ave. and Boulevard; cost

City and County

Ala., Anniston—City votes April 25 on \$225,000 bonds for city hall-auditorium building and remodeling jall; Warren, Knight & Davis, Empire Bldg., Birmingham, archts. for city hall; structure limestone front, buff brick and limestone sides, about 3½ stories.

and limestone sides, about 3½ stories.

Ala., Birmingham—Birmingham Park and Recreation Board, A. Dupuy. Pres., has low bid at \$20,000 from P. H. O'Brien for removing 50,000 ft. dirt and rock from McLendon Park site for \$250,000 stadium; D. O. Whilldin, Archt., 515 21st St.; Jos. H. Cox, Const. Archt., Terre Haute, Ind.*

Ark., Bentonville—Benton County Quorum Court, W. R. Edwards, County Judge, probably call for bids about 2 weeks on courthouse; cost \$200,000; A. O. Clark, Archt., Rogers.*

Ark. Blytheville—City, Harry H. Brown.

Ark., Blytheville—City, Harry H. Brown, Mayor, ready about April 15 for bids on Indiana limestone, rough face and common brick; city hall; cost \$80,000, 2 stories, 70x 120 ft., built-up roof, oak floors, vacuum heat, vault doors; Uzzell S. Branson, Archt., Farmers Bank Bldg.

Ark., Marianna — City, H. M. Jackson, Mayor, plans city hall-armory; \$15,000 available; plan soon vote on \$25,000 bonds.

Ark., Monticello—Chamber of Commerce interested in community building; contain city hall, library.

D. C., Washington—Office of Public Buildings and Public Parks receives bids in duplicate April 13 for 2 comfort stations, east terrace, Lincoln Memorial, West Potomac Park; information on application.

Fla., Clearwater—City, Chas. F. Mason, City Mgr., receives blds April 18 for fire and police station; hollow tile, brick face, 2 stories, wood floors, concrete foundation, built-up roof, cost \$75.000 Ritchie & Wakeling, Archts. Address City Mgr.*

Archts. Address City Mgr.*

Fla., De Land—Volusia County Board of Commrs., W. P. Wilkinson, Chmn., receives bids April 14 for courthouse; cost \$350,000; steel, rein. concrete, brick, orna. stone and terra cotta, 3 stories and basement, 132x169 ft., marble, tile, cement and composition floors, concrete foundation. built-up root; plans on file at office Sam'l D. Jordan, Clk. of Board, Tampa Builders Exchange, Tampa, Fla.; MacDonough's Builders Exchange, Jacksonville, Fla.; Atlanta Builders Exchange, Atlanta, Ga.; office W. D. Harper & Co., Archts., 126 Volusia Ave., Daytona Beach, Fla., and may be had from Archts.*

Fla., Jacksonville — City. Fred M. Valz,

Fla., and may be had from Archts.*

Fla., Jacksonville — City, Fred M. Valz, Commr. of Public Safety, plans auditorium; \$275,000 available; plan to request Legislature to permit \$225,000 bond issue; following compose architectural board to consider structure: H. J. Klutho, St. James Bldg.; Jefferson D. Powell, Professional Bldg.; Roy A. Benjamin, Bisbee Bldg.; Mark & Sheftall, Clark Bldg., and Marsh & Saxelbye, Consolidated Bldg.*

Fla. Strayt—City, J. E. Taylor, Mayor.

Fla., Stuart—City, J. E. Taylor, Mayor-ommr., voted \$35,000 fire station and jall

bonds.

Fla., Tampa—City defeated \$500,000 bonds to finish and furnish hospital under construction, Davis Islands; and erect and equip negro hospital; M. Leo Elliott, Inc., Archt., Citizens Bank Bldg., Tampa; Stevens & Lee, Consit. Archts., 45 Newbury St., Boston, Mass.; Fleisher Engineering and Construction Co., 1529 Grand Central Ave., contractor for former.*

La., New Orleans—City defeated \$100,000 market bonds.*

Md., Towson, Baltimore—Baltimore County Board of Commrs. erect building, Washing-ton Ave., for police department headquarters. Md., Westport, Baltimore-Municipal Architectural Comn. selected O. Eugene Adams, 2516 N. Charles St., as architect for \$12,000 branch for Enoch Pratt Free Library.*

oranch for Enoch Pratt Free Library.*

N. C., Charlotte—City Commission has low bid at \$79,000 from J. D. Foard, 211 Belvedere Ave., for alterations and addition to City Auditorium, E. Fifth and College Sts.; low plumbing bid from J. J. Breen Co., 24 W. 5th St.; heating, Chas. W. Christian, Myers Park; Wm. H. Peeps, Archt., 220 Latta Arcade.

Okla., Muskages, Musk

Okla., Muskogee — Muskogee County will vote on courthouse bonds, probably in April cost \$400,000 to \$500.000; City of Muskogee will vote on \$300,000 city hall bonds after county election. Address County Board of Commrs. and City Clerk.

Tex., Harrisburg—City, J. S. Bracewell, City Atty., votes May 7 on \$20,000 fire station bonds.

Tex., Liberty—Liberty County Board of Commrs. considers erecting courthouse.

Tex., McAllen—City Commission may call election on \$25,000 library bonds.

Tex., San Angelo—City, E. V. Spence, City Mgr., plans election soon on \$225,000 City Hall bonds.

Tex., Weslaco—City voted \$35,000 city hall bonds; Spanish type, tile and stucco, 2 sto-ries; community hall on second floor seat 700; Harry L. Stebbins, Archt.

Dwellings

Ala., Birmingham—Morris Bush, 3529 Cliff Rd., erect limestone veneer residence, Altamont Rd.; 2 stories, 60x80 ft., tile roof, steam heat, incinerator, electric refrigerator; Warren, Knight & Davis, Archts., 1603 Em-pire Bldg.

pire Bldg.

Ala., Birmingham—Henry Howze. 1218
Waucoma Ave., erect brick veneer residence,
Berwick Rd. and Montrose Place; 2 stories,
steam heat; Miller & Martin, Archts., 911
Title Guarantee Bldg.; blds in.

Ala., Birmingham—Jemison & Co., 221 N.
21st St., erect brick veneer dwelling, Mountain Brook Estates; 2 stories, 40x90 ft.,
slate roof, 4 tile baths, incinerator, electric
refrigerator, garage and servants' quarters;
Warren, Knight & Davis, Archts., 1603 Empire Bldg.

Ala., Birmingham—Mrs. Lowis, Tobasco

Ala., Birmingham—Mrs. Lewis Johnson, 2225 N. 11th Ave., erect brick veneer residence, Forrest Park; 38x51 ft., composition roof, steam heat; D. O. Whilldin, Archt., 515 N. 21st St.; bids in.

Ala., Guntersville — J. P. Willis, erect frame residence; 1 story, 7 rooms, shingle roof, canvas and paper, pine and oak floors, Keene's cement wainscoting; Ye Planry, Inc., Archt., 1713½ Live Oak St., Dallas, Tex.

Ark., Forrest City—Otis Stevens rebuild residence burned at \$9000 loss.

residence burned at \$9000 loss.

Ark., Little Rock—Mrs. E. B. Downie, Home Insurance Bidg., erect brick veneer residence, 2119 W. 19th St.; 2 stories, 8 rooms, face brick, metal tile roof, canvas and paper, hardwood floors; Ye Planry, Inc., Archt., 1713½ Live Oak St., Dallas, Tex. Ark., Rogers—Chas. Ragsdale erect residence, 10-acre tract, W. Walnut Street Rd.

Fla., Coral Gables, Miami—P. D. Arnold erect \$12,000 residence, 500 Alhambra Circle; 2 stories; Alex Dentman, Archt.

Fla., Coral Gables, Miami—Rev. W. R. Wed-

Fla., Coral Gables, Mlami—Rev. W. R. derspoon erect residence, Ridgewood I cost about \$10,000.

Safer, John Fla., Jacksonville—Harry Safer, 1552 Silver St., erect 2 frame dwellings, Johnson St. near Monroe St. and Monroe St. near Lee St.; 2 stories; cost \$5000 each. Ga., Lambert—L. G. Mitcham erect Colo-nial residence; brick, 2 stories.

Fla., Tampa—R. R. Glenn. 509 Cleveland St., erect \$15,000 residence, Adriatic St. Ga., Atlanta—Brady Harper, 558 N. Boulevard, erect 7 brick veneer dwellings. 800 block State St.; 1 story, total cost \$21,000.

Ga., Macon—S. E. Odom Realty Co., Georgia Casualty Bldg., erect 17 dwelling, De Soto Place; brick veneer, red cedar shingle, clapboard, stuceo, 5 to 7 rooms.

Ga., Macon—Hall & Baskin, Inc., ere several dwellings, probably in Ingleside; rooms.

Ga., Milledgeville—Jesse Bone erect \$15, 000 residence; Ohio brick, hollow tile, 10 rooms, 2 stories, hardwood floors; Claude V. Shelverton, Archt.; plans completed.

Ga., Savannah-Reuben Clark erect \$17,000 residence, 47th St. East.

Ga., Taylors Creek—C. E. Stafford remodel residence; O. J. Olmstead, Jr., enlarge residence

Ga., Willie—A. F. May and M. D. May erect residence near Willie.

La., Baton Rouge—Dr. Ben Chamberlin, Reymond Bldg., erect \$20,000 residence; tile and stucco, 2 stories; Wogan & Bernard. Archts., Title Guarantee Bldg.; ready for bids about 2 weeks.

La., Many—Dr. J. W. Phares erect face brick veneer residence; 1 story, 6 room, shingle roof, oak and pine floors, tile bath; Ye Planry, Inc., Archt., 17131/, Live Oak St., Dallas Tex.

La., New Orleans—Frank LaNasa erect frame and stucco raised Spanish type residence, 6120 St. Claude Ave.; Spanish tile roof, tile porches and baths, oak floors, warm air heat; E. M. Reynes, Archt., 822 Perdido St.; bids opened April 6.

La., New Orleans—H. P. Agnew erect Spanish type residence, Metalrie Club Gardens; frame and stucco, 2 stories; Favrot & Livaudais, Ltd., Archts., Hibernia Bldg.

La., New Orleans—Capt. Levine erect stucco residence, Short St. near Claiborne Ave.; tile roof; E. L. Markel, Archt., 3838 Louislana Pkwy.

La., New Orleans—E. J. Huth, Harrington Blvd., erect residence, Derby Place. La., New Orleans—Saml. S. Victor, 413 Baronne St., erect duplex, Ictavua St., near Libarts, St. Baronne St. Liberty St.

La., New Orleans — Wm. Betz, Jr., 1224 eonidas St., plans residence, Joliet St. near elson St.

Nelson St.

Md., Baltimore—Walter G. Finch, New Club Rd. near First St., Brooklyn, erect 10 brick dwellings, S. W. cor. Lauretta and Evergreen Aves.; 2 stories; total cost \$25,000.

Md. Baltimore—S. R. Gehlert, Morley Ave. and Kossuth St., erect 8 brick dwellings, N. E. cor. Kossuth and St. Joseph Sts.; brick, tile and steel, 2 stories, 14.6x54 ft., mastic floors, concrete and stone foundations, built-up asphalt roofs; total cost \$30,000.*

Md., Baltimore—Harlem Building Co., 2546 Edmondson Ave., erect 23 brick dwellings, 300 block E. 29th St.; 2 stories; total cost \$80,000.

Md., Baltimore—John Welsh, 11 E. Fayette St., erect 8 frame dwellings, 5300 block Kummer Ave. and 5 in 500 block Rock Glen Ave.; total cost \$35,000.

Miss., Lucedale—G. R. Mallette, Route No. 2, rebuild residence lately noted burned; 1 story, 28x30 ft., wood floors, foundation and roof; address equipment proposals to C. J. Trowbridge. See Want Section—Building Materials and Equipment.*

Materials and Equipment.*

Mo., Cape Girardeau.—R. K. Knox, Archt., 424 H. & H. Bldg., drawing plans for \$13.000 duplex; brick, 2 stories and basement, 40x40 ft., asphalt shingle roof, metal casement windows, hardwood int. finish and floors, vacuum steam heat.

Mo., Clayton, St. Louis.—O. G. Kohlmeyer, \$222 N. Broadway, erect 3 dwellings, Kohlmeyer subdivision; 24x35 ft.; total cost about \$10,000.

\$10,000.

Mo., Clayton, St. Louis—J. H. Moore erect \$20.000 brick duplex, Davis Place; 50x36 ft.; Jesse L. Bowling, Inc., Archts., Arcade Bldg.

Mo., Kansas City—Dr.. C. L. Gilles, 615
Arglyle Bldg., erect residence, Glendale Rd. and 50th St., Westwood Hills.

Mo., Kansas City—H. H. Gillpatrick, care Gillpatrick Laundry Co., 15th and Vine Sts., purchased homesite, Ward Pkwy. near 57th St.

Mo., Kansas City—Roy W. Donovan, Pres., Quality Roofing Co., 1708 E. 18th St., erect English type residence, 58th St. and Ward

Pkwy.

Mo., St. Louis—Henry Friedman, Syndicate Trust Bldg., erect \$40,000 residence, Forsythe Blvd.; brick, 2 stories and basement, 100x40 ft., concrete foundation, slate roof, tile bath, hardwood floors, incinerator, elec. refrigerator; Maritz & Young, Inc., Archts., 1113 Chemical Bldg.

Mo., St. Louis—Gill & Jackson, Archts., 526 Buder Bldg., open sub-blds in few days for \$35,000 dwelling, Bel-Nor subdivision; English type, brick and stone, 2 stories and basement, 42x35 ft., concrete foundation, hardwood floors, stucco and terra cotta trim, Celotex ceiling.

Mo., Webster Groves, St. Louis—J. H.

Mo., Webster Groves, St. Louis—J. H. Shageman, 11th and Locust Sts., opens bids April 10 for brick residence; 2 stories, oak floors, stone fondation, slate roof; Nolte & Nauman, Archts., Fullerton Bldg., St. Louis.*

N. C., Pinehurst—W. H. B. Ward, care Pine Crest Inn, plans winter residence.

Okla., Oklahoma City—C. E. Huffman, 2911 N. Robinson St., erect \$12,000 duplex, 725 E. 17th St.

S. C., Toxaway, R. Station Anderson—Gossett Dyeing & Finishing Co., Saml. H. Lander, Pres., care Ladlassie Mills, Anderson,

plans number operatives' dwellings connection with new plant.

Okla., Oklahoma City—A. M. Sadler Realty Co., Continental Bldg., erect \$15,000 resi-dence, 1900 W. 17th St.

a., Oklahoma City-Victor Mead Co., Bldg., erect \$10,000 duplex, 512 W. Local B

Tenn., Memphis—Bashwitz Bros., 22 American Bank Bldg., erect 5 frame dwellings, 264-304 McGhee St.; 1 story, 28x28 ft., composition roofs, pine floors; total cost

Tenn., Memphis—John T. Farguson, Jr., 1745 Central St., and J. T. Farguson Co., Linden Station, plan dwelling, Hedge Moor ubdivision.

Tenn., Memphis—H. M. Hall, 801 Fidelity Bank Bldg., plans 4 dwellings, Hall Wood Crest subdivision; brick veneer and half timber, 1 and 2 stories and basement, composition shingle roof, oak floors, tile baths, hot water heat, garages.

water heat, garages.

Tenn., Memphs—M. P. Murdaugh, Arcade Bldg., erect brick veneer and wide siding residence, Chicasaw Gardens subdivision; 2 stories and basement, composition roof, oak floors, tile bath, steam heat, garage.

Tenn., Memphis—Harry Spears, Bank of Commerce Bldg., plans brick veneer or concrete hollow tile duplex, Normal St.; 1 story and basement. composition shingle roof, oak floors, tile bath, hot-water heat, frame garage.

Tenn., Memphis—Chas. W. Steincamp, care Waggerner Finger Print Corp., Hotel Peabody, erect \$20,000 residence, Poplar Pike; brick, 2 stories and basement, tile roof, oak floors, tile bath, steam heat, garage and servants' quarters.

Tex., Dallas—Dallas Home Building Co., 5100 Central St., erect 5 frame dwellings, 2900 block Alpine St.; 4 rooms; total cost about \$10,000.

Tex., Del Rio—G. C. Poole erect \$10,000 residence; hollow tile and stucco, 2 stories, concrete foundation; Will N. Noonan, Archt., Builders Exchange Bldg., San Antonio.

Tex., Donna—E. J. Jamerson, reported, has low bid for \$12,000 residence from Andrew Ness & Co., Brownsville; R. W. Mulhausen & Co., Archts., Harlingen.*

Tex., Fort Worth—H. C. Beal, 1804 Fifth ve., erect brick veneer residence, 2719 Ave., erect Waits St.

Tex., Fort Worth—F. D. Hill, 1908 Chatburn Ct., erect 3 brick veneer dwellings, 336-37-40 Blevins St.; total cost about \$10.000

Tex., Houston—J. T. Hall erect 4 duplexes, Castle Court Addition; cost \$16,000 each.

Tex., Houston—Ed. S. Phelps, Union Natl. ank Bldg., erect \$15.000 brick veneer resi-nce, Oakdale St., Riverside Terrace; 12 dence. rooms.

Tex., Houston-N. F. Tower started work on English type residence, River Oaks; 2 stories, 9 rooms.

stories, 9 rooms.

Tex., Houston—F. Williford, Jr., Zindler Bildg., erect \$10,000 brick veneer residence, Southmore St.; Riverside Terrace.

Tex., San Antonio—Edw. Sibley, 2221 San Pedro Ave., has low bid at \$9531 from Wilkins & Rux for residence; wiring, Martin Wright, 308 E. Houston St., \$324; plumbing, Jud & Ormand, 703 N. Flores St., \$1184; Richard Vander Stratten, Archt., Travis Bidg.*

Tex., San Antonio—G. C. Walker, 330 W. Summit Place, has low bid at \$18,364 from Banks Bros. for residence; plumbing bid, Jud & Ormand, 703 N. Flores St., \$750; wiring, Martin Wright, 308 E. Houston St., \$279; Herff & Jones, Archts., S. A. Loan & Trust Bidg.*

Bldg.*

Tex., Waxahachie—Mrs. E. F. Cunningham erect \$40,000 residence; brick. 2 stories and basement, 11 rooms; Thomson & Swaine, Archts., 508 Construction Bldg., Dallas.

Va., Lynchburg—John W. James, 404 Cabell St., erect \$50,000 English type residence, Trent's Ferry Rd.; stucco and brick, Indiana limestone trim, metal doors and windows, Travertine stone living porch trim; receiving bids.

Va., Lynchburg—Sweet Briar College, Wm. B. Dew., Treas., rebuild president's residence, lately noted destroyed by fire; loss about \$25,000.

Va., Norfolk—Mrs. L. Dozier erect resi-ence, 3100 Granby St., Extended; cost \$10,000

Va., Richmond—Chap-Ull Co. erect 2 frame dwellings, 711-13 W. 33rd St., South Richmond; total cost \$10,000.

Va., Richmond—Geo. R. Mayo, 2216 Rosewood Dr., erect 5 frame dwellings, 1218-26 Nottoway Ave.; total cost \$20,000.

Va., Richmond—Chas. H. Phillips, State & City Bank Bldg., erect 3 brick dwellings, 3326-30 W. Franklin St.; total cost \$18,500.

Va., Richmond—L. F. Tiller, 2909 Rd., erect \$12,000 brick residence, Northumberland Ave. 2909 Brook

Va., Richmond—Chas. H. Phillips, State and City Bank Bldg., erect 4 dwellings, Roseneath Rd. and Franklin St.

Va., South Boston—Halifax Cotton Mills b. erect 50 dwellings, connection new plant construction.

Va., Winchester—Shawnee Realty Co. t. Talbot, Pres., erecting 2 dwellings; additional dwellings as demand war-

W. Va., Parkersburg—R. Gale White and R. P. White, 1706 Oak St., erect 3 dwellings, 16th St. near Oak St.

W. Va., Parkersburg—Van S. Bowman, Virginia Apt., erect residence, 13th St. and Camden Place.
W. Va., Parkersburg—J. J. Bryant, Morningside Ave., erect 5 dwellings, 15th St. near Oak St.

W. Va., Parkersburg—O. D. McGrew, 1334 Iarket St., and L. Dayton Dunsmoor, 501½ uliana St., erect 2 bungalows, Lexington ve., Vienna district.

W. Va., Parkersburg—M. H. Flower erect two 6-room dwellings, Marshall Ave., Fair Grounds Park Addition.

Government and State

N. C., Fort Bragg—Constructing Quarter-master receives bids in triplicate Apr. 30 for 1 standard barracks building, including utili-ties for 1 battalion Field Artillery; separate bids on general constr., plumbing, heating and electrical work; information on appli-cation; 3 stories, masonry constr., concrete or brick, or brick and rein. concrete; material determined on receipt of bids.

Tex.. Austin—Legislature appropriated \$12,000 for repairs to Governor's mansion; also appropriated \$11,000 for heating plant at Women's Confederate Home. Address Board of Control, Dr. H. H. Harrington,

Hospitals, Sanitariums, Etc.

Ark., North Little Rock, Little Rock—United States Veterans Bureau, Frank T. Hines, Director, Arlington Bldg., Washington, D. C., receives bids May 3 at office Construction Div., Room 791, for addition to pump house and installation of Zeolite water softening system, U. S. Veterans' Hospital No. 78; drawings and specifications from Constr. Division, Washington, or from Medical Officer in Charge at site.

D. C., Washington—Possible Possible Possible

Division. Washington, or from Medical Officer in Charge at site.

D. C., Washington—Board of District Commissioners, Room 509, District Bldg., receive bids April 29 for continuing construction of domestic or service building, including service corridor to Psychopathic Group, and construction of ward building, including service corridor to Psychopathic Group, and construction of ward building No. 4, Gallinger Municipal Hospital; contain 1,007,600 cu, ft.; basement of domestic building nearly completed; cost \$450,000; latter cost \$550,000, steel frame, 7 stories, 262x45 ft., linoleum floors with terrazo base in corridors, tile or slate roof; plans by A. L. Harris, Municipal Archt., District Bldg.; Dr. S. S. Goldwater, Mt. Sinai Hospital, New York, consultant; proposal forms at Room 427.*

Fla., East Winter Haven—Scenic Highlands Hospital and Sanitarium Assn., Inc., John F. May, Chmn., Bldg., Comn., have completed plans for \$500,000 to \$600,000 hospital and reported probably let contract within 10 days; 150 general beds, 50 beds for children and 50 sanitarium beds; nurses' training school accommodate 50; 3-story and basement central unit, 2-story side wings with provision for additional story, about 200 ft. front. wings about 80 ft. deep; kitchen and laundry rooms in basement; Francis J. Kennard & Son, Archts., 303 Zack St., Tampa; Kellogg & Martin, Asso. Archts., 516½ Franklin St., Tampa.*

Fla., Tampa—Delagacion del Centro Asturiano de la Habana, Inc., L. Torres, Pres.

Asso. Archts., 516½ Franklin St., Tampa.*

Fla., Tampa—Delagacion del Centro Asturiano de la Habana. Inc., L. Torres, Pres., Tampa, receives bids April 15 for administration building and surgical pavilion units of new hospital; cost \$250,000, fireproof, rein. concrete, face brick, stone trim, 1 story, former 150x183 ft., dumb-bell shape, latter 4x134 ft., Linotile and Spanish tile floors, roof built up over concrete and Celotex, concrete foundation; Nicholas Mitchell, Archt. Suite 2, Southern Bidg.; Prof. Restituto del Canto, Asso. Archt.; H. A. Spies, Engr., 311½ Zack St.*

a., Macon acon—Oglethorpe Private Infirmary building; Dunwody & Oliphant,

La., Baton Rouge-Louisiana Tuberculosis

Commission receives bids April 8 at office Favrot & Livaudais, Ltd., Hibernia Bidg., for following equipment for tuberculosis hospital, Greenwell Springs: (1) complete rerigerating plant, approx. 3 tons capacity, automatically operated; (2) elevated steel water tank and tower, 15,000 gal, 100 ft. high; (3) complete heating system and certain pipe connection to water tower, including necessary water pumps and engines; (4) electric generating system, 12½ kw., connected to present system of wiring; all erected complete; plans and specifications from Archts.

Miss., Magee—Capitol Lodge No. 11, I. O. O. F., Jackson, interested in Odd Fellows unit at State Tuberculosis Sanatorium.

Mo., St. Louis — International Board of Trustees, Shrine Hospitals for Crippled Children, Sam P. Cochran, Chmn. of Board, Dallas, Tex., Henry F. Niedringhaus, Chmn St. Louis Board of Trustees, consider enlarging hospital, 700 S. Kingshighway.

Okla., Oklahoma City—St. Anthony's Hospital erect 3-story addition; brick and stone, about 42x140 ft., 60 private rooms.

C., Greenville-Greenville County Board of Commrs. probably soon call elect \$150,000 tuberculosis hospital bonds.

Tex., Kleburg—Kleburg County, W. E. McCracken, Judge, having plans drawn by Will N. Noonan, Builders Exchange Bldg., San Antonio, for \$30,000 hospital addition; concrete frame, hollow tile, stucco, 2 stories and basement; bonds voted.*

Va., Lynchburg—State Epilectic Colony re-ceiving bids for kitchen and dining hall: brick, cost \$40.000; Johnson & Brannon, Archts., Peoples Bank Bidg.*

Va., Richmond—City plans solarium and physician's residence at Pine Camp Sanatorium; cost \$12,000.

Hotels and Apartments

Ark., Fort Smith—Joe Glick, 901 Greenwood St., and associates remodel second and third floors of Eberle Bldg., Sixth St. and Garrison Ave., at cost of \$10,461; convert into 30-room annex for Bennett Hotel.

Fla., Jacksonville—A. Wisselman, Contr., announced plans for 3-story apartment building, Herschel St. between James and Cherry Sts., in West Riverside; two 3-room and four 5-room apartments, circulating ice water, running hot water, electrical refrigeration; David Kosvich, Archt., 214 Peninsular Bldg.

Fla., Mount Dora—Owners of Gables Hotel plan to erect 45-room annex.

Ga. Woultrie—Chamber of Commerce pro-

Ga., Moultrie—Chamber of Commerce promoting construction of \$150,000 hotel build-

La., New Orleans—Lockett & Chachere, Archts., Title-Guarantee Bldg., opened bids for alterations and additions and converting frame residence at 2914 Palmyra St. into triplex for R. W. Pattison; E. M. Dye, low bidder at \$11,763.*

Md., Baltimore—Mar-Vern Apartment Corp. has plans by Frederick E. Beall, 306 St. Paul St., for \$75,000, 4-story, 40x115-ft., 24-apartment building, Charles near 32nd St.

apartment building, Charles near 32nd St.

Miss., Biloxi—George Stannus, Mgr. of
Hotel Biloxi, announced construction of \$350,000, 115-room, brick and concrete building,
replace present structure; Southern Colonial
type, 4 stories; bids for general and subcontracts being accepted by Federal Engineering Co., Davenport, Iowa which is preparing plans.

Miss. Bilox-Gulfnort—M. N. Racon, propr.

Miss., Bilox-Gulfport—M. N. Bacon, propr. of Inn-By-The-Sea, at Henderson Point, break ground April 15 for \$150,000, 3-story addition; Spanish Mission type.*

Miss., Gultport—N. W. Overstreet, Archt., Miss. Fire Insurance Co. Bldg., Jackson, advises regarding \$500,000. 8-story Hotel Shirley, 14th St. and 26th Ave., for Leo Deautche, Gary, Ind.: "Owners have definitely decided to disband idea of building hotel."*

Miss., Philadelphia—R. C. Springer, Archt., Rosenbaum Bl., Meridian, soon complete plans and specifications for \$50,000, brick and reinforced concrete, 3-story, 75x100-ft. hotel building, for B. L. Howell and Walter Perry; built-up composition roof, plastered interior, steam heat, tile and marble floors, 1 electric passenger elevator.*

Mo., St. Louis—Dr. Arthur H. Winkelmeyer, 2602 S. Grand St., soon start work on 3-story and basement, brick with steel frame, 18-apartment building on Sidney St.; fireproof, concrete foundation, oak floors, tile baths; Jesse L. Bowling, Inc., Archts., Arcade Bldg.

N. C., Southern Pines—Aberdeen-Southern Pines Co., A. M. Steinberg, Pres., accepted plans by G. Murray Nelson, Archt., Dixle

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Bldg., Raleigh, start work within month on brick and stone, fireproof Montevideo Park resort hotel, on State Highway between Southern Pines and Aberdeen, to cost over \$1,000,000; main floor for lobbies, lounges, dining room and ball room and 6 shops; mezzanine for private dining rooms and smoking rooms, about 240 bedrooms on 3 floors above and wings; also clubhouse, enclosed swimming pavilion, boat house, 18-hole golf course, etc.

N. C., Windsor—Chamber of Commerce will launch movement to organize stock com-pany and erect 40 to 50-room hotel building.

Okla., Anadarko-Bryan Hotel, Thomas Sparks, Mgr., taking bids for \$34,000 annex.

Tenn., Memphis—D. H. Miller erect three room, \$3000, brick veneer double tenements, 123-25, 15-17 and 19-21 Rembert St.; garages

Tex., Beaumont—F. Reilly Flanagan, representing Dallas and Chicago capital, announced he has taken options on property between Liberty Ave. and Broadway, proposes to erect 16-story, 600-room hotel on site; \$2,000,000; Joseph Beck, Archt., 317-19 San Jacinto

Tex., Houston—L. R. Ashmore, 1215 Arlington St., erect \$17,000, 4-apartment house at 1531 Michigan St.

Tex., Houston—James A. Foley, 4102 Caroline St., erect two \$21,000, 8-apartment buildings, 4102-08 Caroline St.

Tex., Houston—E. B. Keneday. Chronicle Bldg., erect \$15,000 apartment building, 1428 Nevada St.

Tex., La Feria—La Feria Hotel Co. formed with capital stock of \$65,000 to erect hotel building; Al Parker and J. B. Powell interested

Tex., McAllen—Morris Nelson, Contr-Capitalist, announced work soon start on \$500,000, 10-story hotel on Main St.; 300 rooms, T-shaped, to be built in 2 units; first unit contain 150 rooms, coffee shop, dining room, roof garden and mezzanine floor.

Tex., Mercedes—R. C. Johnson has plans a progress by J. I. White, Houston Bldg., an Antonio, for \$200,000, 100-room, rein-breed concrete, brick, cast stone trim hotel

Tex., Mercedes—Robert C. Johnson have completed plans about May 15, by J. I. White, Houston Bldg., San Antonio, for \$200,000, 5-story, 100-room hotel building: 70x80 ft., brick, reinforced concrete frame and floor slabs, cast stone trim; include lobby, coffee shop, etc.*

Tex., Mount Pleasant—Preliminary surveys and plans in progress for clubhouse and hotel building; owners care D. D. Swindle, Archt., 310 North Texas Bidg., Dallas; include swimming pool, dam, golf course.

W. Va., Charleston—Daniel Boone Hotel Corp. incorporated by R. M. Regan, E. M. Stubbs, D. L. Tormey, Duke W. Hill and C. K. Thomas, reported planning \$1,000,000, 11 or 12-story hotel building.

Miscellaneous

Ark., Fort Smith—Rosalie Tilles Children's Home plans to erect new buildings.

Ark., Little Rock—Arkansas Museum of Natural History and Antiquities, George W. Donaghey, Donaghey Bldg., Chmn. Board of Trustees, contemplates erecting \$1,000,000 museum. museum.

Fla., Jacksonville—Jacksonville Woman's Club soon ask for bids on \$50,000, 125x130-ft. clubhouse, Riverside Ave. and Post. St.; Mellen C. Greeley, Archt., 32 W. Forsyth St.

Fla., Sarasota — John Ringling, Indian Beach, will erect buildings for winter quarters of Ringling Bros. Barnum and Balley Circus. Ky., Augusta—Committee purchased 65-ft. frontage on Upper St. near Fourth, for proposed Memorial Library building, to be built by L. P. Knoedler, Chicago, Ill.

Mo., St. Louis—Board of Directors of Missouri Athletic Assn., E. A. Morse, Pres., has plans by G. F. A. Brueggemann, 506 Olive St., for \$200,000, brick and reinforced concrete service building addition, Fourth St. to rear of main structure at Washington Ave. and Fourth St.

Mo., St. Louis—Glen Echo Country Club, Karl S. Howard, Chmn. Building Committee, soon start work on \$250,000, brick, stone and stucco clubhouse; rambling English-type; Preston J. Bradshaw, Archt., Intl. Life Bldg.

Va., Alexandria—Belle Haven Country Club will improve golf course, \$3450: construct roads and parking spaces. \$5500; build \$4000 concrete, 30x60-ft. swimming pool; Alexandria Water Co. will lay 8-in. water main to supply clubhouse and pool; also

remodel clubhouse and convert basement into grill.

Railway Stations, Sheds, Etc.

Va., Martinsville—Norfolk & Western Railway Co., J. E. Crawford, Ch. Engr., Norfolk, expend \$100,000 in improvements at station and extending track facilities.

Schools

Ala., Altoona—School Board planning to rebuild High School building recently burned.

Ala., Decatur—City voted \$50,000 bonds for construction and repairs of school buildings. Address Board of Education.*

Fla., Leesburg—Leesburg School District voted \$300,000 school bonds; H. W. Griffin, Archt., 512½ Main St., Daytona Beach, prepared plans for junior and senior high school building; Lake County Board of Public Instruction, Tavares.

Fla., Lutz—Hillsborough County Board of Public Instruction. Tampa, receives bids Apr. 14 for \$30,000 brick school building.

Ga., Atlanta—Emory University, Dr. Harvey W. Cox, Pres., start work at once on \$20,000, 30x90-ft., concrete swimming pool.
Ga., Gough—Town votes April 20 on \$25,000 bonds for new school building. Address School Board.

Ky., Earlington—Board of Trustees Earlington School District call election soon on \$30,-000 school bonds.

Ky., Mayfield—City voted \$40,000 bonds for 12-room school building; address Board of Education, N. J. Gregory, Sec.*

Ky., Paducah—McCracken County Board of Education, C. H. Gentry, Supt., received bids April 7 for \$17,000 to \$20,000, 2-story, brick on frame, 185x60-ft., Reidland High School; concrete foundation, Barrett roof; Jamieson & Eddings Archts., 303 City Natl. Bank Bidg.*

La., Franklin—William R. Burk, Archt., Balter Bidg., New Orleans, receives bids about April 12 for alterations and additions to 2-story brick school building for Hanson Memorial School, Rev. J. J. Rousseau, pastor; \$22,000.*

Md., Baltimore—Board of Estimates au thorized School Board to purchase property at 20th St. and Curtain Ave., for erection of combined repair shop and supply war-house

combined repair shop and supply warehouse.

Md., Woodstock—Woodstock College asked bids for addition to west wing of main building; 3 stories, 58x76 ft.; will be connected with main building by bridge from second and third floors, known as philosophy building; plans by Emile G. Perrot, Archt.-Engr., Boyertown Bldg., Philadelphia, and 130 W. 42nd St., New York.

Mo., Kansas City—Unity School of Christianity, Tracy Ave. between Ninth and Tenth Sts., plans to start work in May, on \$2,250.000 building program to extend over 3 years. on 1100-acre tract 17 miles S. E. of Kansas City: first structure to be Silent Unity building, next will be administration, print-and bindery, editorial and arts and auditorium to seat 1500; Boillot & Lauck, Archts., 1202 Scarritt Bldg.

Mo., Sedalia—City defeated \$400.000 school

Mo., Sedalla—City defeated \$400,000 school bonds. Address Board of Education.*

Mo., Springfield—Legislature appropriated \$46,890 for completion of \$300,000 science building at Southwest State Teacher Colege, Dr. Roy Ellis, Pres., on which work has been delayed; also \$30,000 for equipment and \$10,000 for library.*

Mo., St. Louis—Chancellor Herbert S. Hadley of Washington University announced receipt of \$1,000,000 gift for construction, equipment and general endowment of a radiological institute; will be built as part of medical group and known as Mallinckrodt Radiological Institute; also plans to start work in spring on \$250,000, 4-story School of Dentistry Bidg., Euclid and Scott Aves.

N. C., Durham—Board of Trustees North Carolina College for Negroes planning \$200,-000 building program.

N. C., High Point—Guilford County Board of Education, Greensboro, selected site near High Point for new building to house classes from Springfield and Oak Shade schools.

N. C., Marion—McDowell County Board of Education call elections April 16 in Clinch-field School District on \$100,000 bonds and Cross Mill School District on \$30,000 bonds.

N. C., Raleigh—Executive Committee of toard of Trustees of North Carolina State ollege authorized erection of new classroom wilding and remodeling of Winston Hall and 911 dormitory.

Okla., Ada-East Central College plans to

erect \$100,000 building; equipment cost \$10,-

Okla., Bethany—School Board take bids about April 15 for \$28,000, brick and con-crete classroom building; composition roof, pine floors and finish.

Okla., Goodwell—State Legislature recently granted \$125,000 appropriation to build science and agricultural building on Panhandle Agricultural and Mechanical College grounds.

Okla., Medford—School District No. 54 voted \$20,000 bonds, erect 2-story, 60x80-ft. building, lower floor gymnasium and upper auditorium. Address C. E. Herschberger, School Board.*

Okla, Warner—Connor's State Agricultural College, H. C. King, Pres., erect \$60,000 boys' dormitory; also dining hall and new water system, cost \$10,000.

Okla., Wewoka—Board of Education plans to erect \$40,000 grade school building.
S. C., Gaffney—Trustees of Gaffney High School contemplating new building to house agricultural and manual training departments.

S. C., Greenville—Board of Trustees soon open bids for 12-room, brick and hollow tile, 3-story Taylors School; Jones & Trott, Architects., Woodside Bldg.

Tenn., Dyersburg—School Board soon let contracts for additions to 2 primary schools, cost \$50,000; also build \$37,000 gymnasium.

cost \$50,000; also build \$37,000 gymnasium.

Tenn.. Tullahoma—City, W. J. Davidson,
Mayor, has plans in progress by C. D. Waller,
Independent Bldg., Nashville, for \$48,000, 2story and basement, brick school building.*

Tex., Abilene—Board of Education, W. H.
Frees, Pres., selected David S. Castle Co.,
701-4 Alexander Bldg., prepare plans for brick,
stone, reinforced concrete, fireproof High
School addition.* stone, reinforced School addition.*

Tex., Amarillo—Board of Education Wil-liam A. McIntosh, Supt., call election April 19 on \$600,000 school bonds.*

Tex., Austin—University of Texas, Dr. W. J. Battle, chrmn, building committee, planning combination gymnasium and auditorium seat about 8000.

Tex., Austin—State Board of Control has \$50,000 appropriation for constructing concrete wire conduit at State School for Feeble-Minded.

Minded.

Tex., Galveston—Dominican Sisters, Sacred Heart Convent, 1525 D St., purchased Adoue home, make extensive repairs and convert into school building.

Tex., Hondo—Hondo Independent School District, care O. E. Lacy, has completed plans by Henry T. Phelps, Hicks Bldg., San Antonio, for \$45,000, 1-story, 16-room and auditorium, brick and concrete High School building.

building.

Tex., Houston—Henry F. Jonas & Tabor, Archts., Union Natl. Bank Bldg., preparing plans, date of receiving bids not decided, for \$100,000, 1-story, 171.2x91 ft. Agricultural School Building on E. Montgomery Rd.; brick, hollow tile, reinforced concrete, ashestos shingles and frame, pine floors, concrete foundation; Henry F. Jonas, Engr.; address equipment proposals to Houston Independent School District, 1600 Washington Ave. See Want Section—Building Materials and Equipment.*

Tex., Quanah—School Board plans \$75,000 additions to High School.

additions to High School.

Tex., Raymondville—Santa Margarita Independent School District voted \$25,000 bonds for new school; brick and tile, 6 rooms, offices and auditorium. Address Board of Trustees.*

Tex., Santa Rosa—Board of Education soon call bond election for \$60,000. 1-story, semifireproof High School building; Ralph H. Cameron, City. Natl. Bank Bidg.. San Antonio, and R. Newell Waters, Weslaco, Asso. Archts.

Tex., Waco—Birch D. Easterwood, Archt., Liberty Nat'l. Bank Bldg., preparing plans for \$50,000, 2-story, semi-fireproof school building in Pecan Grove School District, for McLennan County School Board, L. A. Woods, brick, stone, rein. concrete; Supt.; voted.*

Va., Carson — Carson Agricultural High School plans rebuilding after \$25,000 fire.

School plans rebuilding after \$25,000 fire.

Va., Parksley — J. Milton Shue, Division Supt. of School of Accomack County, receives bids April 18 for school building: plans and specifications from Raymond V. Long, State Board of Education, Richmond.

Va., Winchester—Board of Handley Trustees and City School Board have low bid from James L. Gardner, at \$28,800, for negro school building.

W. Va., Barboursville—Board of Education of Barboursville Independent School District will make alterations to Billingsly Hall.

W. Va., Wheeling — Board of Education

W. Va., Wheeling — Board of Education Wheeling Independent School District con-

sidering erecting \$250,000 3-story building to house departments of High School, or adding another story to administration building at cost of \$50,000.

Stores

Ala., Huntsville—James R. Mason of Mason Furniture Co. announced plans for 6-story, 52x200 ft., fireproof store building.

Sax200 ft., fireproof store building.

La., New Orleans—J. Steinman soon have completed plans by Lockett & Chachere, Title-Guarantee Bidg., for 2-story, frame and stucco store and apartment building on St. Bernard Ave.; composition roof, plate plass windows.

La., New Orleans—P. Maestri, Jr., 1072 City Park Ave., has preliminary plans and specifications in progress by E. L. Markel, 3838 Louisiana Ave., for \$150,000, 5-story, reinforced concrete, steel, brick and stone rim furniture store and efficiency apartment building, N. Rampart and Conti Sts.; foundation to support 10 stories, provide for future additions; fireproof, steam heat, sprinkler system, electric elevators.

Miss., Gulfport—Richard R. Guice receives bids April 15 for 1-story, reinforced concrete and hollow tile commercial building on 26th Ave.

Miss., Purvis—Hand-Jordan Mercantile Co.

Miss., Purvis—Hand-Jordan Mercantile Co. plans to rebuild burned building; consist of 3 stores 30x90 ft. each and 20x45 ft. office. Miss., Vicksburg—John Salter and Leo Feith planning to erect store building, Washington-between South and Veto Sts.

Washington-between South and Veto Sts.

N. C. Winston-Salem — Brown-RogersDixson Co., N. Liberty St., has plans in
progress by Hall Crews, R. E. Lee Hotel;
let contract in 60 days for \$150,000. 3-story
and basement, concrete, 18,000 sq. ft. hardware store: also remodel warehouse on
property. See Want Section—Building Materials and Equipment.*

N. C., Winston-Salem—T. H. Payne & Co.,
C. H. Howell, Pres., have plans by C. E.
Bearden, First Natl. Bank Bldg., soon start
work on 4-story, 120x20-ft. building on Broad
St. and remodeling present buildings.*

Okla., Tulsa—El Patio Co., Samuel J. Cau-

Okla., Tulsa—El Patlo Co., Samuel J. Cau-ll, Pres., Atlas Life Bidg., erect 2-story, rick, steel, hollow tile, stucco and terra otta, spanish Renaissance type building, lst and Utica Sts.; 8 shops on ground floor, 5 rooms above; N. B. Fleming, Archt., Bliss

Tex., Beaumont—O. B. Sawyer, 381 College St., soon let contract for \$100,000. 3-story, 100x120 ft., reinforced concrete, tile, brick, fireproof business building; A. Babin, Archt., 15 Blanchette Estate Bldg.

Tex., Breckenridge—Bayard M. Smith & Son, 916 College St., Dallas, receive bids at once for 2-story, 100x100-ft., brick and concrete business building.

Tex., Corpus Christi—Dr. W. Grant, care Red Ball Garage, has preliminary plans in progress by Hamon & Co., McDonald Bldg., for 1-story, 144x46-ft., tile and stucco store

Tex.. Fort Worth—N. E. Gambrel erect \$15.000, brick and concrete store at 1307 N. Main St.

Tex.. Fort Worth—E. and M. Long, 955 Humbold St., have permit for brick, plaster and concrete repairs to store at 912 Main St.; \$25.000.

Tex.. Fort Worth—W. R. Ross, 1352 Park St.. erect \$10,000, brick store at 250 W. 15th St.

Tex.. Fort Worth—Mrs. Martha Zeloski erect \$20,000, brick store, Camp, Bowle Sts. and Bell Pl.

Tex., Harlingen — F. G. Svadlenak and George Corris opened bids for erecting 2-story, reinforced concrete, tile and stucco building; Worden & Henry low bidders; W. Mulhausen & Co., Archts.

Tex., Houston—C. Semler, 801 Heights Blvd., has plans by Brickley & Brickley. State Natl. Bank Bldg., for \$40,000 2-story store, garage and apartment building, Eighth and Heights Blvd.

and Heights Blvd.

Tex., San Antonio—Carl D. Newton, 2604
S. Presa St., and Col. B. R. Webb, Third
and Broadway, purchased site at Broadway
and N. Alamo St., plan to erect \$100,000, 2story, brick, concrete and stone business story, brica, building, Waco-

Dullding.
Tex., Waco—Drs. J. E. Quay and George
M. Liddell, both 605 Columbus Ave., advises
regarding proposed store at Speight and 13th
Sts.: "Project fell through on account of

Va., Norton—J. H. B. Stidham and J. N. Culbertson planning to rebuild business houses and residences burned at \$20,000 loss.

Theaters

Ark., Jonesboro—Preston Hatcher and W. M. Counsil leased Grand Theater building, will remodel.

La., New Orleans—Frank R. Heldrich, Jr., 1214 Lowerline St., selected Lockett & Cachere, Archts., Title-Guarantee Bldg., prepare plans for \$125,000, 60x175-ft., steel, hollow tile, stucco, fireproof motion picture theater, Maple St. between Adams and Hillery Sts.; Moorish architecture, include 2 balconies, seat 1600, steam heating and ventilating system, sprinkler system.

Warehouses

Ky., Glassgow—Leslie and Yancey Redford start work at once on 2-story, 300x92 ft. warehouse on W. Main St.

N. C., Winston-Salem-North State Bonded

Warehouse, Inc., A. G. Pritchett, Pres., cor. Reynolda Road and N. W. Blvd., taking bids for \$20,000, 90x150 ft. brick addition.

Okla., Oklahoma City — William Lambert, 1812 W. 16th St., erect \$18,000 warehouse at 223 E. Grand Ave.

Okla., Tulsa—Oil Well Supply Co., 405 W. First St., erect warehouse at 407 W. First St.; cost about \$10,000.

Tenn., Chattanooga—L. Mundet & Son, Sam W. Divine, southern manager, plans to start work in summer on warehouse.

Tex., Harlingen—John Plangman, Mgr. herman Seed Co., Sherman, plans to ero varehouse.

BUILDING CONTRACTS AWARDED

Association and Fraternal

Mo., St. Louis—Order of Eastern Star, 5351 Delmar Ave., alter 1-story chapel; cost about \$10,000; F. Schirm Construction Co., Contr., 4336 College St.

Mo., St. Louis—Mt. Moriah Temple Assn., Garrison St. and Natural Bridge Rd., erect brick addition to 3-story temple; 26x50 ft., composition roof, steam heat; cost about \$10,000; Rush, Lee & Rush, Archts., 6038 Delmar Ave.; owner builds.

N. C., Raleigh—Young Women's Christian Assn. started work on swimming pool; 20x60 ft.; sterilizing and filtering system.

Tex., Columbus—Caledonia Lodge, No. 68, A. F. & A. M., let contract to A. N. Evans for \$13,000 temple; Duntile and stucco, 35x80 ft., 2 stories; J. W. Lawless, Archt., care Giesecke & Harris, 207 W. 7th St., Austin.*

Tex., Columbus—Ancient Free and Accepted Masons let contract at \$13,500 to A. W. Evans for temple; Duntile and stucco, 2 stories.*

Bank and Office

Ky., Haldeman—Kentucky Fire Brick Co. erecting addition to office building, new clubhouse and residence for sec.-treas; cost \$25,000; brick, wood floors, asbestos shingle roofs; W. H. Baxter, Archt., 746 Avon Fields Lane, Cincinnati, O.; E. E. Ramey, Contr.; hot water and hot air heating, Union Plumbing Co. and J. W. Harvey; plumbing, Union Plumbing Co.; electrical work, J. C. Williams Electric Co., all Ashland, Ky.*

La. Lake Charles—Following sub-contracts

Plumbing Co.; electrical work, J. C. Williams Electric Co., all Ashland, Ky.*

La., Lake Charles—Following sub-contracts let for \$400,000 office building for Lake Charles Office Building Co., Inc.: Lathing, R. V. Rogers; piling, A. L. Burk; plumbing and heating, Craft & Rushworth. Pelican Sheet Metal Works, 217 Mill St., Lake Charles; electrical work, Neches Electric Co., 259 Crockett St.; elevators, Otis Elevator Co., 316 Keith Bidg.; painting, W. A. George, 977 Pearl St.; all Beaumont, Tex.; materials as follows: Brick and tile, H. E. Buck Brick Co., through Lake Charles Building Material Co.; metal lath, Berger Manufacturing Co., 720 McKinnery St., Houston, Tex.; struct. steel, Virginia Bridge & Iron Works. Roanoke, Va.: cement. Texas Portland Cement Co., Santa Fe Bldg., Dallas, Tex.; stone, Bedford Carthage Stone Co., 6912 Harrisburg St., Houston; sand, gravel and lime, Lake Charles Building Material Co., Lake Charles; Livesay & Wiedmann, Archts., 607 San Jacinto Life Bidg.; McDaniel & Hartford, Contrs., 2195 Avenue A, both Beaumont.*

La., New Orleans—Dixie Building Material Co., Washington and Hagan Aves., has clay tile roofing contract for \$40,000 Metairie Bank and Trust Co. bank and store building; Favrot & Livaudais, Ltd., Archts., Hibernia Bank Bldg.; Gervais F. Favrot, Contr., Balter Bldg.*

Okla., Tulsa—Kansas City Terra Cotta Co., 19th and Manchester Sts., Kansas City, Mo.,

ONLY., Balter Bldg.*
Okla., Tulsa.—Kansas City Terra Cotta Co., 19th and Manchester Sts., Kansas City, Mo., has stone contract for \$750,000 Medical Arts Bldg. for Tulsa Medical Society; steel, Patterson Steel Co., 801 N. Xanthies St.; A. M. Atkinson, Archt., Mid-Continent Bldg., both Tulsa; Horner, Wyatt & Roads, Engrs., Board of Trade Bldg., Kansas City; Manhattan Construction Co., Contr., Manhattan Bldg., Muskogee, Okla.*

Tenn., Knoxville—Ben Mynatt let contract to R. E. Graf & Sons Journal Bldg., to re-model burned building, 307-09 Market St.; cost \$16,000; 2 stories on first foor, offices above; A. H. Whisman, Archt., 422 Front St.

Tex., San Antonio—Travis Investment Co., Travis Bldg., let elevator contract to Kaestner & Hecht Co., 1500 N. Branch St., Chicago, Ill., for \$2,000,000 office building, Travis and Soledad Sts.; steel, Alamo Iron Works, 130 Santa Clara St.; fire escapes, Southern Steel Co., 4500 blk. S. Presa St.; cast stone, Southern Cement Products Co., 521 Menchaca St.;

brick, Acme Brick Co., Gunter Bldg.; wiring, Wright Bros. 405 Main St., all Antonio; structure not yet named; pouring concrete for fourth floor; 2 stories, including top floor for machinery and water tanks; 241.6 ft. high, ground 156.323 sq. ft. office space, first 3 and 7 upper floors of artificial stone, 7-ft. pollshed granite base, remainder of "Perla" brick in mingled shades; Browne steel exterior windows, felt weather strips, Keenite colored plaster interior walls and ceilings; corridors and floors, excepting basement, of cork tile, marble floor and walls in lobby, marble or tile 8 ft. high in corridors by elevators, quarter-sawed oak or walnut interior trim, lobby entrance doors and elevator door of bronze, other clevator doors of hollow metal, bronze hardware, Inland Glass with Gill-Verdin hanger lighting fixtures; signal system and door opening devices, boiler room equipment and air conditioning plant equipment not decided, but all under advisement; Geo. W. Willis, Archt., Builders Exchange Bldg.; M. L. Diver, Mech.-Struct. Engr., Calcasieu Bldg.; Lon T. Wright & Co., Contrs., Builders Exchange.

Tex., Waco—Amicable Life Insurance Co. let contract for \$100,000 building to J. S. Harrison Construction Co., 414 Liberty Nat. Bank Bldg.; 50x60 ft.; Wyatt C. Hedrick, Archt., First Nat. Bank Bldg., Fort Worth; H. L. Spicer, Asso. Archt., 1614 Amicable Bldg. Bldg.

Ala., Montgomery—Etz Ahayim Congrega-tion, 38 Sayre St., started work on \$15,000 synagogue; brick, 2 stories, 32x60 ft., wood and concrete floors, concrete foundation; Okel & Cooper, Archts., Bell Bldg.; Anderson Lum-ber Co., Contr., 1420 N. Court St.*

Ala., Moundville—Methodist Church started ork on \$40,000 building. Address The Pastor.

Ala., Tuscumbla—First Baptist Church remodel and enlarge building; cost \$29,000, 3 story annex, enlarge auditorium, new windows, stucco entire building; owner builds.

Ark., Blytheville—First M. E. Church let contract at \$44,000 to W. W. Yarbrough, 209 Cedar St., Memphis, Tenn., for brick and wood joist Sunday school; 3 stories, 44x110 ft., oak floors, concrete foundation, slate roof; Uzzell S. Branson, Archt., Farmers Bank Bidg., Blytheville; low bids on following: Electrical work, Chitwood Electric Co., Blytheville, \$1176; plumbing, G. V. Orey, Caruthersville, Mo., \$1071; heating, Sumner Heating Co., Memphis, \$4560. See Want Section—Building Materials and Equipment.*

Miss., Clarksdale — Centennial Baptist

Miss., Clarksdale — Centennial Baptist Church, Colored, erect brick veneer building: Holmes & Holmes, Contrs., 343 Beale Ave, Memphis, Tenn.

lemphis, Tenn.

Mo., Poplar Bluff — Presbyterian Church
rect \$50,000 building, Main and Oak Sts.;
latt brick, stone, terra cotta, 2 stories and
asement; C. W. Tetwiler, Contr.

Mo., St., Louis—Sharis, Stard Congregation, 1500-04 Washington St., alter 2-story synagogue; cost \$18,500; F. Lipman, Contr., 12 Lewis Place.

Mo., St. Louis—Tyler Place Presbyterian Church let contract to Neier & Meng, 1039 Marion St., for altering and enlarging building. Spring and Russell Aves.; 1 story and basement, 110x120 ft., hardwood floors; Oliver J. Popp, Archt., 1501 Arcade Bldg.; steam heating, Maier Plumbing Co., 3653 Gravois Ave.*

Tenn., Dayton—First Baptist Church, Rev. W. A. Moffet, Pastor, laid foundation for Sunday school addition.

Tenn., Dresden—Cumberland Presbyterian Church erecting brick veneer building; composition shingle roof, orna. glass windows, hot air heat; W. L. Dildine, Martin, contract at \$10,814.

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Tex., Center—First Methodist Church let contract to N. O. Thomas Construction Co. for \$50,000 building; brick and stone.*

Va., South Boston—Trinity P. E. Church let contract to Eubank & Caldwell, Inc., Boxley Bldg., Roanoke, for \$22,000 red brick parish house and Sunday school; plans by Contr.*

City and County

Fla., Coral Gables, Miami—City of Coral Gables, Edw E. Dammers, Mayor, has resumed work on completing collseum for municipal auditorium; cost \$300,000, seat 7000, 50,000 sq. ft. floor space, 70x60-ft. stage height equal to 8 stories; foundation and section of steel work completed; A. Ten Eyck Brown, Archt., Forsyth Bldg., Atlanta, Ga., and Hippodrome Bldg., Miami; John B. Orr Construction Co., 147 N. Sixth St., Contrs., Miami; roof span from Ingalls Iron Works, 720 Ave. D, Birmingham, Ala.*

La., Marksville—Wm. Wurdack Electric Manufacturing Co. has electric panelboard equipment contract for \$250,000 Avoyelles County courthouse under construction: Herann J. Duncan, Archt., 120 Murray St., Alexandria; Caldwell Bros., Contrs., 816 Howard Ave., New Orleans.*

Okla., Wewoka—Seminole County Board of Commrs, let contract to Harmon & Madison Construction Co. for addition to jail; cost about \$10,000; Monnot & Reid, Archts., Magnolia Bldg., both of Oklahoma City.

S. C., Spartanburg—Commissioners of Public Works let contract at \$27,998 to T. W. Hughston for office and shop building for Spartanburg Water Works, W. Main St.; brick, hollow tile, terra cotta, frame, 2 storles and basement, 25x100 ft., rubber tile and wood floors, brick and concrete foundation, composition roof; J. Frank Collins, Archt., 703 Andrew-Law Bldg.*

Dwellings

Ala., Birmingham—D. F. Elliott, care Alabama Power Co., let contract to Paul Bros. for frame residence, Mountain Brook Estates; 2 stories, 37x52 ft., composition shingle roof, oak floors, concrete foundation; Bem Price, Archt., Age-Herald Bldg.*

Ala., Birmingham — Belvedere Land Co., care Gray Bros., Contrs., 3318 N. 11th Ave., erect 3 dwellings, 18th Ave. near 14th St.; frame, 2 stories, composition roof; cost \$5000 each.*

\$5000 each.*

Ala., Birmingham—Mrs. Francis Caldwell, care L. E. Ford, Contr., 2117 N. First Ave., erect brick veneer residence, Redmond Park; 40x35 ft., slate roof, steam heat; Warren, Knight & Davis, Archts., 1603 Empire Bldg.; plumbing, G. C. Worthington, 226 N. 52nd Place; heating, O. L. Payne, 120 N. Second Ave.; roofing and sheet metal, C. A. Bain, 1704 N. First Ave.

Ala., Birmingham—Dr. T. V. Magruder, Age-Herald Bldg., erect brick veneer and tile residence, Hanover Circle, by day labor; 2 stories, tile roof, steam heat; Bem Price, Archt., 1420 Age-Herald Bldg.; millwork, Ests Lumber Co., Vanderbilt Rd.

Ala., Birmingham—Warner S. Watkins, Rhodes Court Apts., erect frame residence, Meuntain Brook Estates; 2 stories, 31x106 ft., Creo-Dipt shingle roof, steam heat: Sigmund Nesselroth, Archt., Alabama Power Bldg.; L. E. Ford, Contr., 2117 N. First Ave.

Ala., Dothan—Horace Hall, care Dothan Eagle, erecting Spanish type model dwelling; concrete block, 6 rooms, stucco trim, concrete tile roof; H. T. Miller, Contr.

Ark., Camden—M. E. Peace, care Peace Lumber Co., erect 40 dwellings near Cullen-dale Paper Mill; Leslie Bennett, Contr., Tex-arkana, Ark.-Tex.; work started on 2.

Fla., Coral Gables, Miami—First M. E. Church, South, erect \$10,500 parsonage, 605 Ave., Alcazar; C. Leroy Kinsport, Archt.; Miller & Bros., Contrs.

Fla., Orlando—John W. Welch, care Mount Plymouth Hotel, started work on residence, Mount Plymouth; Sam Stoltz, Contr., 209 S. State St., Chicago, Ill.

s. State St., Chicago, Ill.
Fla., Wildwood—Elliott Construction Co.,
Hickory, N. C., erecting 5 bungalows.
Ga., Atco—American Textile Co., J. A.
Miller, Pres., let contract for 74 cottages
to Sam N. Hodges, Bona Allen Bldg., Atlanta.
(Lately noted under Ga., Cartersville.)*

La., New Orleans—D. A. Tanet, 600 Maison Blanche Bldg., erect double cottage, Onzaga St.; sub-bids opened April 4.

La., New Orleans—J. H. Meyer, 3852 Napoleon Ave., erect duplex, Burdette St. near Cohn St., and 1 on Spruce St. near Fern St.; receiving sub-bids.

Md., Baltimore—Raymond A. Arnold erect \$10,000 frame residence, 6302 Blenheim Ave.; 2½ stories, 33x35 ft., slate roof, hot water heat; A. W. Smith, Archt., 2428 Elmira Ave.; A. Arnold & Son, Contrs., 2929 Clifton Ave.

Md., Baltimore—Mildred Hahn and others rect \$13,000 frame residence and garage, 204 St. Dunstans Rd.; 2 stories, 36x32 ft. and 11x19 ft., slate roofs, steam heat; J. W. Volcott, Archt.; 18 E. Lexington St.; Jacob Marrlott, Contr.*

Md., Baltimore—Geo. W. Schoenhals, 2737
Wilkins Ave., erect 33 brick dwellings, 310020 N. Monroe, 3800-12 and 3801-31 Beech
Ave.; 2 stories, 15x46 ft. and 16x46 ft.,
steam heat; total cost \$64,000; M. A. Taylor,
Archt., 705 N. Bentalou St.; owner builds.

Md., Baltimore—Westphal & Schoenhals, Munsey Bldg., erect 13 brick dwellings, 5100-24 Cralgrove Ave.; 2 stories, steam heat; total cost \$23,000; M. A. Taylor, Archt., 905 N. Bentalou St; owners build.*

Md., Baltimore—Arthur U. Hooper, Gunther Bldg., erect \$10,000 residence and garage, Pimlico Rd. and Wehr Ave.; brick, 2 stories, 25x28 ft. and 18x18 ft., slate roof, steam heat; L. B. Ritter, Archt., 1079 Ellicott Driveway. Owner builds.

way. Owner builds.

Md., Baltimore—Geo. W. Schoenhals, Munsey Bldg., erect 16 brick dwellings, Mount Royal Ave. Terrace; 2 stories, 6 rooms and bath, porch fronts; also 27 on Beach Ave. near Maryland Casualty Co., 27 on Homestead St. E. of Montebello Ave., 24 in 2300 block W. Lexington St., and 9 on Herkimer St., Morrell Park; total cost \$400,000; owner builds.

Md., Baltimore—Warwick Building Co., 2819 Presbury St., erect 12 brick dwellings. E. side Enetta Ave. N. of Wilkens Ave.; 2 stories, 16x30 ft., slag roofs; total cost \$25,000; Geo. Wessel, Archt., 601 W. 40th St.; owner builds.*

Md., Baltimore—Wm. Ashton, 203 Southway, erect \$15,000 residence and garage. Highfield Rd. near St. Paul St.; 2½ stories, 45x26 ft. and 20x20 ft., slate roofs, hot water heat; H. C. Aiken & Co., Archt.-Contr., Blythewood Rd.

Md., Baltimore—Otto Hobak erect 3 brick dwellings, W. side Belair Rd., near Biddison Lane; 2 stories, hot water heat; total cost \$10.000; Luther P. Cox, Contr., 103 Alisa Ave.

Alisa Ave.

Md., Baltimore—Enterprise Steam and Hot Water Heating Co., 619 W. Franklin St., has heating contract for \$100,000 residence, Cold Spring Lane, for Miles White, 11 N. Calvert St.; plumbing, H. L. Black & Son, Clay St.; plastering, J. H. Hampshire. 36th St. and Roland Ave.; tin roofing, Chas. T. Brandt, 1226 Ridgely St.; glass, Pittsburgh Plate Glass Co., S., Paca St.; painting, Beckley & Son, 903 Cathedral St.; struct. brick, stone trim, hardwood floors, stone foundation: Pleasants Pennington, Archt., Professional Bldg., Baltimore, and Alfred A. Lewis, 250 Park Ave.. New York, Archts. See Want Section—Building Materials and Equipment.*

Miss., Ocean Springs—Wm. F. Voight, 7121 Princeton Ave., Chicago, Ill., erect \$25,000 residence, Edgewater Park subdivision; C. A. D. Bayley & Co., Contrs., New Orleans, La., Interstate Bank Bldg.*

Interstate Bank Bldg.*

Mo., Boonville—H. T. Zuzak, 315½ Flfth St., erecting duplex, 834 Fourth St.; brick veneer, 2 stories and basement, 34x38 ft., shingle roof; C. Shears, Archt.; Shears Construction Co., Contr.*

Mo., Clayton, St. Louis—J. H. Noller, 3644 McRee Ave., St. Louis, let contract for \$25,000 residence to Century Realty & Construction Co., 7217 Manchester St.; brick, 2 stories and basement, concrete foundation, oak floors, tile baths, hot water heat; Jesse L. Bowling. Inc., Archt., 1198 Arcade Bldg., St. Louis.*

St. Louis.*

Mo., Clayton, St. Louis—R. O. Meyer, 5137
Waterman St., erect \$20,000 brick residence,
Ellenwood; 53x34 ft.; Klipstein & Rathmann.
Archts., 316 N. Sth St.; Dunham Construction Co., Contrs., Chemical Bidg., all St. Louis.

Mo., Clayton, St. Louis—L. L. Scott, Perry
and Cornelia Sts., erect \$10,000 dwelling,
Glendale Terrace addition; stucco, 64x34 ft.;
Raymond Schumacher, Archt.; A. L. Jones,
Contr., 420 Summit St., St. Louis.

Mo. Clayton St. Louis—Paul Enrichenser.

Contr., 420 Summit St., St. Louis.

Mo., Clayton, St. Louis—Paul Funkhouser,
University Club, erect \$15,000 brick residence
and garage Wydown Forest; 36x32 ft.

Mo., Clayton, St. Louis—C. J. Gerling erect
14 brick dwellings, Brenwood Park; 26x30
ft.; total cost \$42,000; Gerling Building Co.,
Contr., 1508 Klenlen St.

Mo., Kansas City—E. J. Kennaley, 3141
Karnes Blvd., completed foundation of \$25,000 residence, 5401 Cherry St.; brick and
stucco, 3 stories, 52x32 ft., oak floors, slate

roof; H. A. Lind, Archt., 3212 Montgall Ave.; C. A. Kelly, Contr., 3137 Karnes St. See Want Section—Building Materials and Equip-

Mo., Kansas City—Dr. C. B. Francisco, 628 Argyle Bldg., started work on English type residence, Wyncote Lane, Fieldston; native buff stone, red slate roof and living room loor; Jacobean panel oak interior finish on irst floor; Clarence E. Shepard, Archt., R. A. Long Bldg.; Harry L. Wagner, Asso. Archt., 355 N. Lawn St.

Mo., Kansas City—E. W. Goebel, Pres., Manhattan Oll Co., started work on stone residence, Verona Rd. and Indian Lane, Mis-

sion Hills.

Mc., Kirkwood, St. Louis—Edw. Hamilton.

224 Essex Ave., erect \$10,000 cinder block
and stucco residence; 2 stories and basement, 36x40 ft., concrete footings, asphalt
shingle roof, tile bath, hardwood floors, hot
water heat; Mullen, Howell & Koontz,
Archts., 18 N. Merlmec St., Clayton; owner
builds by sub-contracts.

Mo., Maplewood, St. Louis—Fred Hansman, 7901 Caroline St., erect \$10,000 brick bungalow, 2931 Bartold St.; 1 story, 30x30 ft.; owner builds.

Mo., St. Louis—M. Cuba, 5979 Arsenal St., erect 3 brick dwellings, 5977-81-85 N. Cuba Court; 2 stories, 26x28 ft., composition shingle roofs, furnace heat; total cost \$13,500; W. Cuba, Contr., 2828 Hampton Blvd.

Mo., St. Louis—M. Koberman, 3716 Minne-sota St., erect 4 brick dwellings, 5941-43-47-51 Marwinette St.; 2 stories, 30x29 ft., composi-tion roofs; total cost \$16,000; A. Koberman, Archt.-Contr., 4642 Gravois St.

Mo., St. Louis—E. Erbs, 3720 Minnesota St., erect \$10,000 brick residence, 5721 S. Grand Ave.; 2 stories, slate roof, hot water heat; Gruenwald. Construction Co., Contr., 3402 Arsenal St.

Mo., St. Louis—W. F. Evers, 3724 Gravois St., erect brick residence, 5520 Milentz St.; cost about \$10,000, 2 stories, 25x31 ft., composition roof, hot water heat; C. N. Williams, Archt.-Contr., 3409 Winnebago St.

Mo., St. Louis—Sanders Brothers Construction Co., 4454 Beethoven St., erect brick dwelling, cost about \$10,000; 1 story and basement, 27x44 ft., stone foundation, asphalt shingle roof, oak floors, tile bath, hot water heat; Oliver J. Popp, Archt, 1501 Arcade Bldg.; owner builds.

Mo., St. Louis—Sidney Weber, 1420 Belt Ave., erect brick residence; 2 stories and basement, 30x40 ft., rubble foundation, tile roof, terra cotta trim, tile bath, hardwood floors, oil burner heating; Hiram Phipps, Archt., 4162 Castelman Ave.; Hy. Dilschneider, Contr., 5763 Easton St.

Mo., University City, St. Louis—W. C. Harting, Int. Life Bidg., completed stone foundation of \$18,000 brick residence; 2 stories, oak floors, tile roof; Nolte & Nauman, Archts., Fullerton Bidg.; Harting Construction Co., Contr., Int. Life Bidg., all St. Louis.*

Mo., University City, St. Louis—A. J. Mollenbeck, 6312 Victoria St., erect \$10,000 residence and garage, 7122 Tulane St.; brick, 2 stories, 45x27.6 ft. and 18x18 ft., tile roof. steam heat; total cost \$10,000; plans and construction by owner.

N. C., Asheville—Robinson Bros., Inc., 3 Page Ave., erecting 8 dwellings. See Want Section—Building Materials and Equipment.

Section—Bullding Materials and Equipment.

N. C., Greensboro—Kirkwood, Inc., erecting 2 brick veneer dwellings; Wm. McC. Neale, Engr., Mendenhall St.: R. I. C. Craftsmen Co., contract on cost plus basis: heating and plumbing, O. E. Kuhn, 150 W. Market Plaza; electrical work, V. C. Walker; all sub-contracts let and materials bought.

N. C., Lincolnton—Kendrick Brick and Tile Co., Charlotte, has brick contract for 12 mill dwellings.

dwellings.

dwellings.

Okla., Oklahoma City—Jas. Brazell, 503½
E. 12th St., let contract to Smiser Construction Co. for \$25,000 residence; brick and holow tile. 2 stories and basement, 30x56 ft.: Harry Reynolds, Archt., Terminal Arcade.*

Tenn., Knoxville—F. A. Blackburn Co., 655 Market St., erecting English type dwelling, Young's High School Place; cost about \$10,000, 2 stories, frame, built-in features.

Tenn. Knoxville—W. A. Swindle erecting

\$10,000, 2 stories, frame, built-in features.
Tenn., Knoxville—W. A. Swindle erecting
Colonial residence, Scenic Drive, near Kingston Pike; brick veneer, slate roof, 2 stories.
Tenn., Memphis—W. Braddy Davis, 373 S.
Main St., let contract to L. L. Diehl, 1663
Forrest St., for \$15,000 brick veneer residence; stone trim, 2 stories and basement,
43x39 ft., oak and the floors, concrete foundation, composition shingle roof; Estes W.
Mann, Archt., Cotton Exchange Bldg.*
Tenn., Memphis—J. A. Haley, First Nat.

Bank Bldg., erect \$10,000 brick veneer residence, 1527 Linden Ave.; 1 story and basement, 56x36 ft., composition shingle roof, oak floors, tile bath, hot water heat, garage and servants' quarters; South, Whitten & Haley, Contrs., 310 First Nat. Bank Bldg.

Tenn., Memphis—M. R. Patterson, 345 N. Bellevue St., erect \$12,000 residence, Frazier Station; brick veneer, composition shingle roof, oak floors, tile bath, hot water heat, 8 rooms, garage; Henry J. Kramer, Archt., Goodwyn Inst. Bldg.; Clinton Building Co., Contr., Graham Bldg.

Contr., Graham Bldg.

Tex., Beaumont—Ed E. Eastham, 356 Fannian St., let contract to T. J. Posey, 887 Corley Street, for \$26,000 residence; brick veneer, Spanish type, 1 story, 53x83 ft., clay tile roof, tile bath, tile and hardwood floors; A. Babin, Archt., 15 Blanchette Estate Bldg.

Tex., Dallas—Builders' Lumber & Loan Co., 310 S. Carroll St., erect 14 dwellings by day labor; cost about \$7000 each; brick veneer, 1 story, 35x50 ft.; Bertram C. Hill, Archt., 614 Construction Bldg.

Tex., Houston—Elmer Burkhart. Jr., erecting residence, Huntington Place, River Oaks.

Tex., Houston—J. V. Fourmy, care Mor-

ing residence, Huntington Place, River Oaks.

Tex., Houston—J. V. Fourmy, care Morison & Fourmy Directory Co., Zindler Bildg., started work on \$10,000 English-type bungalow, Calumet Drive and Dowling St., Riverside Terrace; W. J. Goggan, Contr.

Tex., Houston—Mrs. E. P. Ross, Jr., 2008
Caroline St., started work on 2-story English-type residence, Calumet Drive and Dowling St., Riverside Terrace; W. J. Goggan, Contr., Electric Bidg.

Tex., Marshall—Frank E. and Sam E. Wood, Sr., erect 10 bungalows. Houston Heights Addition; Barrett colored composition roofs; Marshall Supply Co., Contr.

Tex., Port Arthur—H. L. Warren, 1548
14th St., started work on 25 dwellings.
Tex., San Antonio—Leon Walthall, 120 W.
Summit Ave., let contract to Otto Klaus,
Travis Bldg., for stone veneer residence,
Blue Bonnett Hills; 1-story, concrete foundation; Albaugh & Steinbomer, Archts., 941
Austin St.*

Austin St.*

Tex., San Antonio—Dr. J. L. Felder, Moore Bidg., let contract to Kelwood Co., Travis Bidg., for \$35,000 residence; stone-tile and stucco, 2 stories; plans by Contr.*

Tex., San Antonio—Mrs. J. S. Lockwood, Elizabeth Rd., started work on \$22,000 hollow tile and stucco residence. Terrell Hills; 2 stories, 40x100 ft., oak and tile floors, concrete foundation, tile roof; Richard Vander Straten, Archt., 603 Travis Bldg.; Geo. More, Engr., Builders Exchange Bldg.; Geo. More, ell, Bldrs, Exchange Bldg., let contract on cost plus basis.*

Va. Richmond—City Housing Corp., 11 N. Yourth St., erect 5 frame dwellings; 2 stories, 4x27 ft., hardwood floors, brick foundations, late roofs; total cost \$25,000. See Want lection—Building Materials and Equipment.*

W. Va., Parkersburg—John M. Harper DI Fourth St., erect 3 dwellings, 17th St. ear Park Ave., in addition to several under instruction.

Government and State

Ala., Montgomery—State let contract at \$44,242 to J. A. Caddell, 210 Jefferson St., Montgomery, for portable frame buildings for 6 conviet road camps; each camp accommodate 100; Marshall Lumber & Mill Co., West End, to build structures.

Ky., Mayfield—State, care Fred A. Crawford, Capt., Mayfield Nat'l. Guard, and City of Mayfield, A. C. Plumlee Mayor, let contract to Raymond Contracting Co., Bowling Green, for \$80,000 American Legion memorial armory building; Brinton B. Davis, Archt., Norton Bldg., Louisville.*

Hospitals, Sanitariums, Etc.

Hospitals, Sanitariums, Etc.

Md., Frederick—Frederick City Hospital let contract to Lloyd C. Culler for 2 additional wings, power house, laundry bldg. and enlargement of nurses' home; heating and plumbing, E. S. Mobley & Bro.: wiring and fixtures, Modern Lighting Co., all Frederick; two 175 h. p. boilers, Coatesville Boiler Works. Coatesville, Pa.; stokers, Flynn & Emrich Co., 301 N. Holliday St., Baltimore, Md.: power house stack, American Chimney Corp., 147 Fourth Ave., New York; cost \$150,000; Edw. Leber, Archt., Hay Bldg., York, Pa.; Jos. Evans Sperry, Consit. Archt., Calvert Bldg., Baltimore.

Miss., Columbia—Vallee & Schaff, 1421 St. Bernard Ave., New Orleans, La., has orna. iron railing and steel stairs contract, connection with \$30,000 alterations and additions to Dr. J. G. Gardner's Hospital; Weiss, Dreyfous & Seiferth, Archts., Maison Blanche Bldg., New Orleans; W. W. Berry, Contr.*

Miss., Jackson—State Hospital Removal, Improvement and Land Sale Commission, R. L. Brown, Sec., Box 40, will let contracts to I. C. Garber, Jackson, for following buildings in \$600,000 second unit of \$4,500,000 Mississippi Insane Hospital near Rankin; Receiving building, \$198,947; hospital building, \$96,350; dining hall, \$34.720; attendants' cottage No. 2, \$46,258; contracts for 3 other buildings to be let to Currie & Corley, Raleigh, as follows: Officials' building, \$37,000; convalescent cottage No. 2, \$30,890; N. W. Overstreet, Archt. Miss. Fire Bidg.; Henry C. Muskopf, Landscape Archt.-Engr., 864 Newport Ave., St. Louis, Mo.*

Tenn.. Memphis—Following sub-contracts let for \$400,000 Physicians & Surgeons Bldg. at Baptist Memorial Hospital: Setting cut stone, J. A. Condra; masonry, C. B. Lyon, G. S. Third Et.; sheet metal. Nohsey & Schwab, 232 Mulberry St.; roofing, Bartholomew Roofing Co., 164 S. Second St.; terrazzo and tile, Malone & Scott. 353 Walnut St.; painting, Ed. Liming, 426 Cambridge St.; plastering, A. G. Hopton, Holmes Ave.; plumbing, Pritchard Bros., 433 Madison St., all Memphis; misc. ironwork, Mississippi Valley Structural Steel Co., Arcade Bldg., St. Louis, Mo.; contracts for materials as follows: Terra cotta, Atlanta Terra Cotta Co., East Point. Ga.; cut stone, Christie Cut Stone Co., 2082 Elzey St., Memphis; granite, Cold Springs Granite Co., Cold Springs, Minn.; millwork, Enochs Lumber & Manufacturing Co., State St. Jackson, Miss.; metal windows, Miller Cochran Co., Dermon Bldg., Memphis; metal trim, Metal Trim Co., La Porte, Ind.; Pfell & Awsumb, Archts., Dermon Bldg.; Gardner & Howe, Engrs., Porter Bldg.; Tenn., Nashville—City let contract to Fos-

Tenn., Nashville—City let contract to Foster & Creighton Co., Fourth and Trust Bildg., for work at Nashville General Hospital; heating plant. Gowans Hailey Co., 167 Second Ave., South; cost \$100,000, brick, stone, rein. concrete and steel boiler house. 2 stories, 62x50 ft.; slate coated shingle roof, concrete floors, elevator, fire escapes; Asmus & Clark, Archts., 1415-16 Nash. Trust Bildg.*

Hotels and Apartments

Ala., Foley—Foley Hotel Co., C. W. Green, Pres., let contract to C. A. Fulghum, Thiesen Bldg., Pensacola. Fla., for \$130,000, Italianstyle hotel building: 46 rooms, 33 with private baths, balance connecting: 6 stores on first floor; brick from Alabama Clay Products Co., Martin Bldg., Birmingham; Warren, Knight & Davis, Empire Bldg., Birmingham, and Chandler C. Yonge, Pensacola, Archts.*

Fla., Jacksonville—Charles G. Wilson let contract to Ryals Construction Co. for \$75.000, 2-story, concrete block and stucce, 96x99ft., 20 four-room apartment building. W. Tenth St., to be known as Wilson Court Apartments; each have tile bathroom, electric range, Murphy bed and Frigidaire electrical equipment range, Mu equipment.

Fla., Miami—S. Z. Poli erect \$100,000, 3-story, concrete block hotel and apartment addition to Savoy Hotel, 250 N. W. Second St.; 59 rooms; George E. T. Wells, Archt., Exchange Bldg.; A. W. Ellis, Inc., Contrs., Realty Board Bldg.

Fla., Ocala—Sistrunk & Acker erecting \$170,000, 2-story, hollow tile and stucco, 120x60-ft, apartment building; oak floors, concrete foundation; F. T. Uzzell. Archt.; A. C. Bigbee & Co., Contrs. See Want Section—Building Materials and Equipment.*

tion—Building Materials and Equipment.*
Fla., St. Petersburg—Lovering & Longbotham Co., St. Paul. Minn., and St. Petersburg. Contrs. for \$750,000 Ponce de Leon
Apartments, let following sub-contracts:
Plumbing and heating, A. C. Schirmer Co.,
Inc., 914 Seventh Ave. North: electric wiring, Hallowell Electric Co., 235 Second Ave.
South; elevators, Otis Elevator Co., 314 First
Ave. South; elevator doors, Tyler Door Co.:
refrigeration, Kelvinator Co.. 1621 Central
Ave.: millwork, Chicago & Riverdale Lumber Co.; masonry supplies, Dann-Gerow Co.,
Inc., 19th St. and Second Ave. South.*
Ga., Atlanta—Property Foundation. Inc.,

Ga., Astanta—Property Foundation, Inc., 308 Red Rock Bldg., let contract to Flagler Co., 308 Red Rock Bldg., for two \$24,000, 2-story, 39x75-ft., brick veneer apartments, 22-28 Eighth St. N. E.; hardwood floors, tar and gravel roof.*

and gravel root.

La., New Orleans—F. H. Chisholm. 366
Millardon St., let contract to R. P. Farnsworth & Co., Inc., Canal Commercial Bldg.,
for \$55.000, 50x97-ft., 2-story apartment
house. Lowerline St. btween Burthe and
Hampson Sts.

La., New Orleans—Ernest A. F. Klimm, 600 S. Carrollton St., let contract to Anthony Bissant, 2338 Palmer Ave., for \$85,000, 40-

apartment building, St. Charles Ave. between Antoine, Foucher and Prytania Sts.

La., New Orleans—Edmund H. Leninger let contract to Anthony Bissant, 2338 Palmer Ave., for \$80,000, 27-efficiency apartment building, Antoine St. between St. Charles Ave., Prytania and Foucher Sts.

Ave., Prytania and Foucher Sts.

Md., Baltimore—Rugby Hall Apartments
Co., H. W. Webb, Pres., 516 N. Charles St.,
let contract to Smith & O'Brien, 532 N. Calvert St., for \$120,000, 3\frac{1}{2}\cdot - \text{story} and basement,
brick and stone, Tudor design, 65x90 ft.,
Rugby Hall Apartments, N. E. side University Pkwy.: 12 housekeeping suites and 6
bachelor units; Frederic A. Fletcher Archt.,
13 W. Franklin St.

Miss., Biloxi—Mrs. U. J. Virgin, 914 Canal St., New Orleans, La., erecting \$10,600, 2-story, frame stucco, 4-apartment building; brick and concrete foundation. wood floors, asbestos shingle roof; Biloxi Plumbing and Heating Co., electrical work; Ragusin & Demorelle, plumbing; Collins Bros. Constructing Co., Contrs. See Want Section—Building Materials and Equipment.*

Miss., Biloxi — Federal Engineering Co., Davenport, Iowa, receiving bids for plumbing, heating and wiring until April 12, for \$350,000, 4-story, 115-room, brick and concrete. Colonial-type hotel building, replace present Hotel Biloxi, owned by George M. Bechtel, Davenport, Iowa; plans and construction by Federal Engineering Co., which is now buying all materials.

ing all materials.

Mo., Columbia—Rev. A. W. Pasley let contract to Ira L. Davis for \$15,000 duplex apartment house.

Mo., St.Louis—N. Alper, 1237 N. 13th St., erect two 2-story, 34x53-ft. brick tenements, 5631-7 Cote Brilliante; \$20,000, tar and gravel roofs, furnace heat; H. W. Guth, Archt., 813 Chestnut St.; owner builds.

Mo., St. Louis—H. W. Simon, 4569 Atholne St., let contract to H. C. Simon, 4446 Floriss Pl., for two 2-story, 21x43 ft., brick tenements, 4851-3 Penrose St.; composition shingle roofs, hot air heat; W. P. Lorenzen, Archt., 3447A Tennessee St.

Mo., St. Louis—L. Rubin, 904 Chestnut St.,

shingle roofs, hot air heat; W. P. Lorenzen, Archt., 3447A Tennessee St.

Mo., St. Louis—L. Rubin, 904 Chestnut St., let contract to J. Rubin, same, for two \$8000, 2-story, 24x45 and 32x44-ft. tenements, 5952 Wells and 4802-4 W. Florissant Sts.; composition roof, hot air heat; also \$2000, 1-story, 17x50 ft. store at 4800 W. Florissant St.; O. J. Popp, Archt., Arcade Bldg.

Mo., University City, St. Louis—Mollie Larner, 737 Limit St. let contract to Union Realty & Construction Co., 5560 Easton St., for \$12,000, 3-story, 38x37 ft., brick, 3-family apartment building, 6306 Clemens St.; tar and gravel and tile roofing, hot water heat; Martin D. Larner, Archt., 737 Limit St.

N. C., Pinehurst—Calvin Satterfield, Jr., Electric Bldg., Richmond, Va., reported, let contract to Virginia-Carolina Construction Co., 1716 Summit Ave., Richmond, for \$75.000, Colonial type, frame, 40-bedroom hotel, to be known as Chalfonte; L. Otis Splers, Archt., 3418 Floyd Ave., Richmond.*

Archt., 3418 Floyd Ave., Richmond.*

S. C., Columbia—C. Gadsden Sayre, Archt., Jefferson Standard Bldg., Greensboro, N. C., advises general contract. including contract for mechanical equipment on \$1,250,000, 12-story and basement hotel building. S. W. cor. Sumter and Taylor Sts., awarded to The Jordan Co., Greenville, S. C., who will handle awarding of sub-contracts; steel frame and reinforced concrete, fireproof, 8 stores on street level with elevated lobby, and dining room and ballroom on lobby floor: 238 rooms, with provision for addition of 54 rooms, all with bath; also coffee shop, barber shop, beauty parlor and ladies rest room, private dining rooms on mezzanine; vapor steam heat with mechanical ventilation for kitchen, coffee shop, etc.; A. B. Jordan, Dillon, is Pres. of Company and J. D. Caldwell, 1209 Washington St., Columbia, is Sec. Address all communications to Contra.*

Tenn., Memphis—Robert, Cohn and Aaron.

munications to Contrs.*

Tenn., Memphis—Robert Cohn and Aaron Thomas, 1315 Thomas St., started work on \$75,000, 2-story, brick veneer, U-shaped, 16-apartment building on McLean Blvd., between Madison and Union Aves.

Tenn., Nashville—Pritchett-Thomas Co., Builders and Operators, 706-10 Stahlman Bldg., let contract to V. L. Nicholson Co., 102 W. Clinch St., Knoxville, for 12-story Sam Davis Hotel, 7th Ave. and Commerce St.; \$1,000,000, including furnishings; brick and reinforced concrete, 200 rooms with private baths, dining room and lobby on main floor, 8 shops on ground floor, 3 high-speed elevators; J. M. Gallagher, 119 Fifth Ave., North, plumbing and heating; Marr & Holman, Archts., Stahlman Bldg.*

Tex., Amarillo—M. D. Mitchell let con-

Tex., Amarillo-M. D. Mitchell let contract to John T. Glover. 1409 Jackson St., for \$11,000. 2-story, 48x38 ft., frame apartment building; private plans.

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Tex., Dallas—Gulf Mortgage Co., G. Audry Harding, Pres., 4319 W. Potomac St., started excavation for 2 brick, \$40,000, 2-story apartment houses, Reiger Ave. and Glasgow Dr. and Victor St. and Glasgow Dr.; eight 4-room and dressing-room apartments each. electric refrigeration, incinerators.

Tex., Fort Worth—W. G. La Cava, 1617 Hurley St., let contract to Clardy Brothers for \$15,000, 2-story, brick apartment build-ing; plumbing to A. B. Fraser, 113 Jennings St.

Tex., Harlingen—Dr. J. A. Palmer let contract to Price Construction Co., Brownsville, for \$82,000, 3-story, brick and concrete, 12-apartment bullding; B. A. Elwing, Archt.

Tex., Houston—Herman Hale Lumber Co., L. R. Ashmore, 3000 McKinney St., start work at once on 2 apartment houses at Almeda and Wheeling Sts.

Tex., Kingsville—L. T. Cannon erecting 2-story, 50x100-ft. business and apartment building; also erecting 30x50-ft. apartment house.

house.

Tex., Odessa—George D. Elliott, 3203 Pershing Drive, El Paso, let contract to C. A. Clayton, Sweetwater, for 3-story, fireproof, brick. \$200,000 hotel building.

Tex., San Antonio—Wagner & Taylor, 206 Rosewood Blvd., erect \$12,000, 2-story, frame and stucco apartment house, 418 Kings Highway; E. W. Chambers, Contr., 3602 W. Commerce St.

Miscellaneous

Ga., Atlanta—Massell Realty Co., S. A. Massell, Sec., 43½ Peachtree St., erecting \$60,000; 3-story building, Marietta, Cain and Walton Sts.; owners build.

N. C., Grensboro—J. L. Crouse, American Bank Bldg., received contract for \$15,000 Sedgefield tea room; Harry G. Biddell, Jef-ferson Bldg., heating equipment.

Tex., Odessa—Magnolia Oil Co., erecting permanent camp, cost \$20,000; present work comprises 5-room bungalow, office building, garage and concrete casing racks.

Railway Stations, Sheds, Etc.

N. C., Charlotte—Southern Railway Co., Henry W. Miller, Vice-Pres., Washington, D. C., let contract to J. A. Gardner, 211% N. Tryon St., for \$20,000, 40x220-ft. warehouse and shop for signal department on W. Fourth

Okla., Ponca City—Santa Fe Railway let contract to Underhill Construction Co., Wichita, Kan., at \$10,000 for bunkhouse; millwork to Wichita Millwork Co.; brick to Howard Miller; roofing, Rounds-Porter Lumber Co., all Wichita.

Schools

Ala., Eutaw—Greene County Board of Education, A. W. Smith, Chmn. let contract to Bearden, Smith Construction Co., R. F. D. No. 4, Birmingham, at \$49,000, for 1-story, brick High School Building; equipment and furnishings cost \$5900 to \$8000; W. E. Benns., Archt., Montgomery.*

Ark., Pocahontas — Pocahontas Special District Board of Trustees let contract to J. P. Jones, 118 Magnolia St., Hot Springs, at \$39,610 for alterations and additions to school building; John Parks Almand, Archt., 1107 Boyle Bidg., Little Rock.

Fla., Fort Lauderdale — Broward County

1107 Boyle Bidg., Little Rock.

Fla., Fort Lauderdale — Broward County Board of Public Instruction, Maxwell Bidg., let contract to John Olsson, 918 Middle St., at \$59,980, for 2-story, reinforced concrete, 134x154x118-ft. Northside Grammar school; 14 grade rooms, kindergarten, toilets. etc.; composition and terrazzo floors, asphalt and shingle roof, reinforced concrete foundation; electric wiring, Northern Electric Co., \$2855; plumbing, Stewart & Schneider, Inc., plumbing at \$5709; Sutton & Routt, Archts., 517 First Nat. Bank Bldg., Fort Lauderdale, and 204 Olympia Bldg., Hollywood. See Want Section—Building Materials and Equipment.*

Fla., Gainesville—State Board of Control, P. K. Yonge, Chmn., Hotel White House, let contract to Graham Construction Co., 133½ Magnolla St., Daytona Beach, for 2 new buildings at Florida State Farm Colony.

new buildings at Florida State Farm Colony. Fla., Tampa—Hillsborough County Board of Public Instruction, W. D. F. Snipes, Supt. let contract to G. A. Hanson Co., Inc., 215 Madison St., at \$144.000 for 2-story, 192x159-ft. West Tampa Junior High School, Habana, Cleveland, Pine and Walnut Sts.; 12 classrooms, cafeteria, library, general science laboratory, cooking and sewing room and an annex will contain shops for industrial department; brick with stone trim, Gothic type, terrazzo and wood floors, composition roof;

Francis J. Kennard & Son, Archts., Krause Bldg.*

Fla., Winter Haven—Winter Haven School District Board of Trustees let contract to C. F. Jester, Lake Alfred, at \$58,967, for 2 ward school buildings.

ward school buildings.

Ga., Atlanta—Emory University, Dr. Harvey W. Cox, Pres., let contract to Barge-Thompson Co., 100 E. Ellis St., for \$110,000 Chemistry building, 3 stories on top of existing 2-story building; reinforced concrete frame, exterior of Georgia marble, mastic, cement and marble floors, tile roof; equipment and furnishings cost \$40,000; heating and plumbing, Sanitary Plumbing Co., 165 Edgewood St.; electric work. Walker Electric & Plumbing Co., Bona Allen Bidg.; elevators, Otis Elevator Co., 2900 E. Harris St.; exterior marble, Georgia Marble Co., Bona Allen Bidg.; sheet metal, Claude A. McGinnis Co., 126 Krog St.; tile roofing, Applewhite & Lawler Co., Citizens & Southern Bank Bidg.; Ivey & Crook, Archts., Candler Bidg.*

Ky., Ashland—Board of Education, C. E. Ackley, Supt., let contract to Pyle Brothers, Kingsport, Tenn., at \$91.616, for Charles Russell school in Gartrell Addition; heating and ventilating work, Ashland Plumbing & Heating Co., \$15,088; Rosenblatt & Hunt, Charleston Nat. Bank Bldg., Charleston, W. Va., electric work, at \$4455; plumbing, Union Plumbing Co., \$5400.

N. C., Currituck—Currituck County Board of Education let contract to B. F. Wentz, Portlock St., Norfolk, Va., at \$50,732, for 1-story, brick, 8-room and auditorium school building; heating and plumbing to Billups & Ellington, 257 Bank St., Norfolk, at \$11,784; Calrow. Browne & Fitzgibbon, Archts., Royster Bldg., Norfolk.*

N. C., Graham—Alamance County Board of Education let contract to State Construction Co., Henderson, for Coble Township school building; heating and plumbing to Burlington Hardware Co., Burlington; Linthicum & Linthicum, Archts., 919 New York Ave. N. W., Washington, D. C., and 17 S. Wilmington St., Raleigh.

N. C., Woodleaf—Kendrick Brick & Tile Co., Mount Holly, received contract for 750,-000 bricks for \$80,000 school building; L. S. Costner, Contr., Cherryville.*

S. C., Columbia—Board of School Commissioners, A. C. Moore, Chmn. let contract to J. T. Dabbs, 1325 Main St., at \$52,145, for new Waverly School for Negroes; plumbing, B. S. Milligan, 1206 Lady St., at \$6545; heating, T. W. Tompkins, 1116 Lady St., at \$9045; electrical work, C. C. Weir, 1807 Main St., \$525.

Main St., \$525.

S. C., Florence—Board of School Commissioners of School District of City of Florence, Dr. N. W. Hicks, Chmn., let contract to J. B. Mobley, Waynesboro, Ga., and Florence, at \$79,000 for grammar school building; heating and plumbing to G. T. Bryce Plumbing & Heating Co., at \$11,897; 23 classrooms, offices and auditorium; Wilkins & Hopkins, Archts.*

Classrooms, offices and auditorium; Wikins & Hopkins, Archts.*

S. C., Seneca—School Board let contract to Brissey Lumber Co., Anderson, for \$50,000, 1-story school building in village of Seneca Co., operated by Lonsdale Mfg. Co.; 14 classrooms, library. office, teachers' room, waiting room and auditorium; Casey & Fant, Archts., Anderson.

Tenn., Clinton—Board of Education let contract to Pyle Brothers, Kingsport, at \$91,000 for High School building; 15 classrooms, symnasium, auditorium, offices and rest rooms; Barber & McMurray, Archts., Tennessee General Bidg., Knoxville.*

Tenn., Memphis—Donlon & Berry, Contrs., erect \$50,000, 2-story, brick veneer, 25x113 ft., 60-room dormitory, S. W. cor. University Bivd. and Snowden Ave., near Southwestern University.

Tex., Amarillo—J. B. Klein Iron & Foundry Co., 1006 W. Second St., Oklahoma City, Okla, secured contract to furnish reinforcing steel, wire mesh, structural steel, ornamental and miscellaneous iron for \$300,000 High School, for which Windsor Construction Co. has general contract.*

Tex., Bryson—School Board let contract to Drew & Brooks, Lometa, at \$23,000, for school building; heating to S. P. Osborn at \$3508; R. S. Glenn, Archt., Cisco.

Tex., Canyon—Board of Education let contract to D. N. Leaverton, Lubbock, at \$50,000, for ward school building; brick, stone, steel, reinforced concrete, 2 stories and part basement, 154x104 ft.; Roche, Newton & Co., heating and plumbing at \$19.850: Owens Electric Co., wiring at \$1300; both Lubbock; Peters, Haynes & Strange, Archts., Plainview Theatre Bldg., Plainview.*

Tex., Cross Plains—Board of Education let contract to C. S. Ross, Gorman, at \$49,000, for 142x180 ft., T-shaped High School, and 136x81 ft. grade school; 1 and 2 stories, brick, steel and concrete; R. S. Glenn, Archt., Cisco.*

Tex., Dallas—Board of Education let contract to Stearman & Son, 3913 Main St., at \$118,000, for 1 and 2-story, concrete and brick, 207x93 ft. school building; concrete foundation, terrazzo floors, composition roof, equipment and furnishings cost \$3000; Coburn, Smith & Evans, Archts., Republic Bank Bldg. See Want Section—Building Materials and Equipment.*

Bldg. See Want Section—Building Materials and Equipment.*

Tex., Laredo — San Augustine Parochial School let contract to Aug. Fuessel. 1903 Virginia Blvd., San Antonio, at \$92,000, for 3-story and mezzanine, tile and reinforced concrete, 179x60 ft. parochial school; classrooms and auditorium, cement, tile and wood floors, tile roof, metal lath and plaster, brick, cast stone; M. S. Ryan, Archt.; W. E. Simpson Co., Conslt. Engrs., Natl. Bank of Commerce Bldg., San Antonio.

Tex., Los Fresnos—Board of Education Los Fresnos Independent School District, care Fred Rosencotter, San Benito, let contract to Andrew Ness & Co., Brownswille, at \$39,240, for 1-story, 6-room and auditorium, hollow tile and stucco school building; plumbing, F. L. Gay. San Benito, \$2064; wiring, Graham & Collins, 308 W. Commerce St., San Antonio, \$759; Kelwood Co., Archt. Engr., Travis Bidg., San Antonio.*

Tex., Sweetwater—Board of Education let contract to Dodson & Myrick for 1-story, brick and concrete, 156x83-ft. ward school building; heating and plumbing to Leroy R. Snyder, Dallas; wiring, Braden-Hudson-Wangler Co., 302 E. Commerce St., San Antonio; Page Brothers, Archts., Austin Nat. Bank Bldg., Austin.*

Va., Front Royal—Randolph-Macon College, S. C. Hatcher, Vice-Pres. let contract to John P. Pettyjohn & Co., 212 8th St., Lynchburg, for rebuilding burned structure; Southern Colonial style, brick. cement and steel.*

Stores

Ark., Fayetteville—D. J. Collins let contract to P. R. Green for two 1-story, fire-proof business buildings.

Ark., Little Rock—Tom Darragh let contract to Matt M. Bush for \$15,000, 150x85-ft., brick, 6-store building at 1000-12 W. Seventh St.

Ky., Owensboro—F. W. Woolworth Co., Woolworth Bldg., New York, remodeling Fred Weir Bldg., 105-7 W. Second St.; \$16,000.

La., Harahan—Frank and John L. Lauri-cella let contract to Eugene Louviere, Kenner, for hollow tile store and office building, Oak and Second Sts.

La., Shreveport—Tom Green, 530 Forest St., received contract at \$40,000 for remodel-ing Slattery Bldg., to be occupied by Fordan & Booth,, men's clothiers, and White Bros., jewelers. jewelers.

Tex., Amarillo—S. F. Sullenberger, 908 Tyler St., let contract to Charles Nicholson Constr. Co., 909 Tyler St., for \$18,000, 1-story, tile, 60x140 ft. business building; private plans.

rex., Brownsville—W. E. McDavitt, Washington St., let contract to W. A. Velton. 609 Washington St., at \$38,000, for 2-story, brick and concrete, 98x120-ft. store building; concrete and wood floors, concrete foundation, built-up roof; DeKorte Electric Co., electric work; Quinn & Derrick, plumbing; Kimball Bros. Co., Council Bluffs, Iowa; elevator. Stanley W. Bliss, Archt., Harlingen.*

Tex., Clarendon—Joe Goldston let contract to H. C. Brumley at \$30,000 for 2-story, brick, 115x50-ft. stores and office building, Main and First Sts.; concrete foundation; W. C. Towns, Archt., old Post Office Bldg. C. E. Killough, Engr., both Amarillo. See Want Section—Building Materials and Equipment.*

Tex., Kerrville—P. M. Wright erecting

Tex., Kerrville—P. M. Wright erecting \$12,000, 1-story, 40x100-ft., brick, hollow tile and concrete store building; Adams & Adams, Archts., Builders Exchange Bldg., San Antonio; owner builds.

Tex., San Antonio; owner bullds.

Tex., San Antonio—A. G. Trawalter, 222
W. Cevallos St., let contract to H. A. Miller, 446 Kayton Ave., at \$22,550, for 2-story, 100x 50 ft. store and assembly hall, Commerce and Colorado Sts.; concrete frame, wood joists, brick; W. E. Simpson Co., Engr., National Bank of Commerce Bidg.

Theaters

Ga., Thomasville—Thomasville Building Co., care Nat Williams, let contract to Palmer

Spivey Construction Co., 124 Eighth St., Augusta, for \$80,000, brick, tile and steel theater building; C. K. Howell, Archt., At-

Tenn., Chattanooga—Crescent Amusement Co. let contract to Sumner Construction Co., for \$50,000 brick theater building, 47th and Charlotte Sts.; include 4 stores.

Tex., Houston—H. B. Tennison, 427 Lovett Bivd., let centract to Etie & Schmitz for \$50.000, 2-story theater, store and hotel building, Congress and Hamilton Sts.

Fla., Ocala—Pillans & Smith, wholesale grocers, started work on 1-story, fireproof warehouse at Fifth and Osceola Sts.; con-crete, brick and steel, 110x112 ft.; George

MacKay & Co., Archts.; H. C. Maxwell in charge of construction.

Fla., Tampa—J. W. Frazier, 706 Franklin St., let contract to G. A. Hanson, 107 Hyde Park Ave., for \$20,000 warehouse on Franklin St., to be occupied by Goodyear Tire & Rubber Co., 204 S. Franklin St.

Mo., Kansas City—Crown Drug Co., 3033
Main St., started work on \$50,000, 2-story,
brick, terra cotta trim, 75x142-ft. warehouse
and office building, 125 E. 31st St.; include
4 store-rooms facing 31st St.; stone foundation, equipment and furnishings cost \$10,000;
Edw. I. Cratz, Archt., Walsix Bldg.; private
bids. See Want Section—Building Materials
and Equipment.*

Tex., Austin — Walter Teps Co., A. C. Goeth, Pres., 708 Congress Ave., let contract to H. E. Wattinger, 504 Oakland St., at

\$108,455, for 2-story and basement, brick and reinforced concrete, fireproof, 113x200-ft. warehouse, Second and Colorado Sts.; reinforced concrete frame and foundation, brick walls, Barber composition roof; Page Brothers, Archts., 348 Austin Nat. Bank Bldg.*

Tex., Brownsville—C. P. Barreda erecting brick warehouse at Fronton and First Sts.; 130-ft. front, divided into 5 spaces; concrete floor, galvanized iron roof; L. V. Johnson, Contr.

Tex., Houston—Kost Furniture Co., Phillip Kost, Pres., 801 Fannin St., let contract to James M. L. West, Post Dispatch Bldg., for \$27,000, 135x150 ft., 1-story, brick and reinforced concrete warehouse, Rusk and York St.; fireproof, sprinkler system.

THE CLASSIFICATIONS IN THIS SECTION ARE:

WANT Under this heading are reported requests for data, prices and literature and information on machinery, supplies and miscellaneous materials of a wide variety. SECTION Under this heading are reported requests for data, prices and literature and information on machinery and kinds of materials and equipment of the first states and kinds of materials and equipment of the first states and kinds of materials and equipment of the first states and kinds of materials and equipment of the first states of the

Machinery and Supplies

Building Materials

Items in this department are published without charge and these columns are open for the publication of wants of all kinds relating to construction work, machinery, materials and supplies.

Machinery and Supplies

Amusement Park Equipment.—Opa Locka Co., Inc., Administration Bidg., Opa-Locka, Fla.—Wants data on equipment for amuse-ment parks, state fairs, etc.

Asbestos and Cement.—W. A. Gillentine, 3420 Carthridge St., Fort Worth, Tex.—Wants prices on asbestos and cement used in manufacture of gas heaters.

Bobbin and Shuttle Machinery. — Sparta Lumber Co., Sparta, Ga.—Wants data and prices on machinery to manufacture bobbins and shuttles from dogwood and persimmon

Boller (Portable).—Virginia Machinery and Well Co., 1319 E. Main St., Richmond, Va.— Wants 2 to 30 h. p. portable steam return tubular boiler.

Cartons (Paste-board). — Robert Crichton, ox 311, Bristol, Va.—Wants to contract for anufacture of pasteboard cartons, round ith flat top, about 2-in. diam.

Concrete Curb and Gutters.—See Land Development.

Creamery Equipment.—The Midway Service Station, Emporia, Va.—Wants to correspond with manufacturers of creamery equipment.

Derricks (Steel, Guy).—L. J. Breed Equipment Co., James Bldg., Chattanooga, Tenn.—Wants data and prices on three 5-ton, allsteel guy derricks, 115-ft. mast, 100-ft. bom for marble quarry; with electric hoist, two 2-drum, one 3-drum standard voltage, phase and cycle. phase and cycle.

Drum (Winding).—Sam C. Howard, Nelson, Va.—Wants to contract for manufacture of winding drum for ¾-in. cable, drum to be 24-in. diam., 25-in. long, to have bore of 4-in., keyed for shaft of that size; grooved spirally so cable will feed in left-hand spiral; prefer steel to cast iron for strength and lightness; give price and time of delivery.

Electric Hoist .- See Derricks (Steel, Guy).

Elevator. — Eureka Foundry Co., 406 S. xty-eighth St., Gadsden, Ala.—Wants prices Sixty-eighth on elevator.

Feed Water 'Heater. — Norwood Wilson (Mchy. Dealer), Hopewell, Va.—Wants open type feed water heater, approximately 7500 h. p., Warren-Webster preferred; consider used equipment if in good condition.

Fencing and Posts.—H. N. Seney, 88 W. Chicago St., Coldwater, Mich., developing 40 acres at Savannah, Ga., for trucking and chickens, and wants fencing and posts.

Furnaces.—W. S. Beesley, Meeker, Okla.— Wants furnaces for sweet potato curing

Gas Heater Parts.—W. A. Gillentine. 3420 Carthridge St., Fort Worth, Tex.—Wants prices on gas cocks and fittings; stove orna-ments and legs; fire guards; iron stove bolts; black iron and nickel sheets; asbestos and cement.

Glass Paper Weights.—Otto P. Stallings & Son, 1108 First National Bank Bldg., Box 737. Tampa, Fla.—Wants glass paper weights that are used for advertising pur-

Glass Plant Equipment and Machinery.— H. G. Pine, Box 39, Okmulgee, Okla.—Wants prices on glass furnace; jar making ma-chines; lehrs; jar cap machinery, etc.

Ice Machinery (Electric). — Newport Mill Co., Newport, Tenn.—Wants 20 or 25-ton electric ice machinery.

Iron and Nickel Sheets.—See Gas Heater Parts.

Jar Cap Machinery. - S Equipment and Machinery. - See Glass Plant

Lehrs.-See Glass Plant Equipment and

Malleable Castings and Pressed Steel.— Thurmo Building Method Co., 330 Liggett Bldg., Jacksonville, Fla.—Wants malleable castings and pressed steel for use in manu-facturing Thurmo building method machine.

Marble Finishing Plant Machinery.—L. J. Breed Equipment Co., James Bidg., Chattanooga, Tenn.—Wants data and prices on marble finishing plant machinery; all electrically driven by separate motors.

Monorail System.— Eureka Foundry Co., 406 S. Sixty-eighth St., Gadsden, Ala.—Wants prices on monorall system.

Motors.-See Woodworking Plant Mach-

Motors (Electric).—W. S. Beesley, Meeker, Okla.—Wants electric motors for sweet potato curing house.

Pipo (Galvanized or Wrought Iron).—Lewes Fertilizer Co., Harland M. Joseph, Pres., Lewes, Del.—Wants 1800 ft. of 2½-in. galvanized or wrought iron pipe.

Piping and Blowers.—W. S. Beesley, Meeker, Okla.—Wants piping and blowers for sweet potato curing house.

Pipe (Galvanized or Wrought Iron).— Lewes Fertilizer Co., Lewes, Del.—Wants prices on 1800 ft. of 3-in. galvanized or wrought iron pipe.

Pumps (Centrifugal).—City, W. E. Smith, Clerk, Neosho, Mo.—Wants to purchase two 500-gal. per min. centrifugal pumps, elec-trical driven.

Pump (Fire).—Kester Machinery Co., 430 Main St., Winston-Salem, N. C.—Wants duplex steam fire pump, 1000 GPM, complete with underwriters' fittings; second-hand equipment.

Roofing.—W. S. Beesley, Meeker, Okla.—Wants roofing for sweet potato curing house. Stone Cutting Machinery.—Leadley Ogden, Box 398, Sarasota, Fla.—Wants stone cutting machinery suitable for production of Traver-tine stone.

Tank (Water).—High Point Furniture Co., High Point, N. C.—Wants tank sufficient for water supply in connection with sprinkler

Textiles.—M. H. Foster Co., 1318 Bigley Ave., Charleston, W. Va.—Wants prices on following in quantities: (1) Felt—72-in. wide for manufacturing pur-

poses.
(2) Mercerized Dress Fabrics — plain and novelty.
(3) Rayon Silk.

Textile.—T. Blackwood, Harman, W. Va.—Wants prices on following, to purchase in quantities:
(1) Mercerized Fabrics—plain and novelties.
(2) Rayon Silk and Rayon Finished Fabrics.

Tractor.—L. J. Breed Equipment Co., S11
James Bldg., Chattanooga, Tenn.—Wants
prices on Best No. 30 tractor, first-class used
condition; state age, location, etc.

Steel (Pressed).—See Malleable Castings
and Pressed Steel.

Welding Plant (Electric).—W. J. Burnett, homasville, Ga.—Wants an electric welding

Co., I. Wood Cores.—Palmer Machinery Co., Pot-ter C. Palmer, Pres., Jacksonville, Fla.— Wants wood cores, similar to those used in metal-covered Kalamein doors:

Woodworking Plant Machinery. — Charles Glistrap, Winnfield, La.—Wants data and prices on machinery for plant to manufacture furniture stock and other dimension stock:

(1) Belting.
(2) Boiter—short log with power feed works.
(3) Saws—self-feed rip; 36-in. band or pattern; cut-off, swing and table cut-off,

etc.
(4) Shafting—shaft hangers, etc.
(5) Motors—50 to 60 h. p.

Bids Asked

Blankets (Woolen).—Marine Corps, Quartermaster's Dept.; Washington, D. C.—Receives bids April 29 to furnish 15,000 woolen blankets, green; delivery Philadelphia, Pa. Sch. No. 533.

Bridge. - Florence, Ala., will build 2 bridges. See Construction News-Bridges, Culverts, Viaducts.

Culverts, Viaducts.

Bridge.—Richmond, Va. See Construction
News—Bridges, Culverts, Viaducts.

Bridge.—San Antonio, Tex. See Construction
News—Bridges, Culverts, Viaducts.

Bridge.—State of Kentucky will build 4
bridges. See Construction News—Bridges,
Culverts, Viaducts.

Carbon Paper.—U. S. Veterans Bureau,
Supply Division, Washington, D. C.—Receives bids April 8 for 1200 rolls carbon
paper.

Cement.—U. S. Engineer Office, 537 S. Dear-born St., Chicago, III.—Receives bids April 14 to furnish and deliver cement at Chicago harbor, Illinois.

Coffee (Green).—Marine Corps, Quarter-master's Dept., Washington, D. C.—Receives bids April 15 to furnish 125,000 lbs. green coffee; delivery Philadelphia, Pa. Sch. No. 520

Concrete (Reinforced) .- See Sewers.

Desks (School) and Chairs.—East Baton Rouge Parish School Board, Baton Rouge, La.—Receives bids April 25 for following for school district No. 1:
(1) Chairs (Teachers)—37.
(2) Desks—1120 of No. 1; 35 of No. 2; 232 No. 3; 267 No. 4.
(3) Fronts (Desk)—185 of No. 1; 5 of No. 2; 34 of No. 3, and 33 of No. 4.
(4) Rears (Desk)—185 of No. 1; 5 of No. 2; 34 of No. 3, and 33 of No. 4.
(5) Teachers' Desks—37 about 32 in. wide, 42 in. long.

Gas Toasters, etc.—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids April 11 to furnish gas toasters, boilers and griddles for U. S. Veterans Hospital, Washington, D. C.

Hardware, etc.—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids April 15 to furnish 2400 lbs. nails, assorted; one set truck casters; 36 rat traps; 25 lbs. dry ground glue, carpenter's; 100 ft. chain for 1-ton Weston differential block, etc.; delivery Quantico, Va. Sch. No. 540.

Hats (Field).—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids April 25 to furnish 9350 field hats, various sizes; delivery Philadelphia, Pa. Sch. 531.

Laboratory Supplies.—Board of Awards, F. A. Dolfield, City Register, Baltimore, Md.—Receives bids April 13 for laboratory supplies for department of education; John H. Roche, Sec. Board School Commrs.

Lamp Cord.—Marine Corps, Quartermass-

Roche, Sec. Board School Commrs.

Lamp Cord.—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids April 23 to furnish 25.000 ft. lamp cord; delivery Philadelphia, Pa. Sch. 542.

Land Development.—Myrtle Beach Sales Co., John T. Woodside, *res., Myrtle Beach, S. C.; Stanley W. Wright, Consit. Engr., Myrtle Beach—Receives bids April 14 for subdivision and golf course, including:

(1) Clearing and grubbing golf course.

(2) Roadway Grading—75,000 cu. yds.

(3) Storm Sewers and Drains—25,000 ft.

(4) Hard Surface Paving—71,000 to 150,000 sq. yds.

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(4) Hard Surface Paving — 71,000 to 150,000 sq. yds.
(5) Concrete Curb and Gutter — 73,300 ft., concrete curb, 41,600 ft.
(6) Concrete Sidewalks—6700 sq. yds.
(7) Boulevard Lighting System—21,000 ft.
(8) Cast Iron Pipe—30,000 ft.
(9) Valves and Fire Hydrants, Wrought Pipe, service connections.
(10) Artesian Well Water Supply System.
(11) Water Tower—capacity 100,000 gal., height 100 ft.
Laundry Machinery—U. S. Veterans Bullandry Machinery—U. S. Veterans Bullandry

Laundry Machinery.—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids April 11 for cuff and neck band presses, etc., for U. S. V. Hospital, Oteen, N. C.

Lighting System.-See Land Development

Lighting System.—See Land Development.

Lime. — Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids April 11 to furnish 20.000 lbs. lime; delivery Quantico, Va. Sch. No. 538.

Miscellaneous Supplies.—Panama Canal. A. L. Flint, General Purchasing Officer, Washington, D. C.—Receives bids April 14 for following. Blank forms and information (Circular 1792) on application to office Panama Canal, Asst. Purchasing Agts. at New York, New Orleans, Fort Mason. San Francisco, Calif.; also U. S. Engineer officer throughout country:

Cable; wire; solenoid spools; metal filing equipment; relays; electric fixtures; reflectors; hand lamps; outlet boxes; panelboards; rubber gloves; pipe hangers; hose couplings; valves; bronze door locks; willow baskets, etc.

Miscellaneous Supplies.—Bureau of Sup-lies and Accounts, Navy Dept., Washing-m, D. C.—Receives bids April 12 for follow-g; delivery Navy Supply Depot, Brooklyn, Y.

N. Y.:
(1) Taps, dies, tap wrenches and die stocks, hammers, mallets and handles—Sch. 6987.
(2) Pliers and nippers—Sch. 6984.
(3) Ship augers, wood-boring bits, chisels, scrapers, hooks, etc.—Sch. 6982.

Miscellaneous Supplies.—Bureau of Sup-plies and Accounts, Navy Dept., Washington, D. C.—Receives bids April 12 to furnish fol-

(1) Calipers, dividers, gauges, planes and squares—Sch. 6980.
(2) Braces, clamps, clippers, soldering, countersinks, cutters, emery wheels, dies, punches, etc.—Sch. 6981.

miscellaneous Supplies.—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids May 4 to furnish following; delivery Philadelphia, Pa. Sch. 544:

(1) Dictionaries—50, Webster's New Century, latest edition.

(2) Drawing Instruments—10 sets.
(3) Pencil Pointing Machines—100.

(4) Punches—20, spring revolving.

(5) Shears—300 of 9-in.

Miscellaneous Supplies.—Panama Canal, A.
L. Flint, General Purchasing Officer, Washington, D. C.—Receives bids April 13 to furnish following. Blank forms and information (Circular 1795) on application to office of Panama Canal; Assi. Purchasing Agents at Fort Mason, San Francisco, Cal.:

Cast-iron car wheels; galvanized corrugated roofing and plain ridge roll; sewer pipe; jeg-iron; steet paint drums; track spikes; fire brick; car-seat webbing; rosin-sized paper; calcium chloride, etc.

Padlocks.—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids April 22 to furnish 3000 padlocks, 1%-in.

Painting.—U. S. Veterans' Bureau, Arlington Bldg., Washington, D. C.—Receives bids April 19 for exterior painting of buildings at U. S. V. Hospital No. 98, Castle Point, New York.

Paving, etc.-See Land Development.

Paving.—Birmingham, Ala. See Construction News—Roads, Streets, Paving.

Paving.—Columbia, S. C.—See Construc-on News—Roads, Streets, Paving.

Pipe (Cast Iron) .- See Land Development.

Pipe (Clay),-See Sewers.

Pipe (Concrete) .- See Sewers.

Pipe (Cast Iron) .- See Sewers.

Pipe (Copper).—Board of Awards, F. A. Dolfield, City Register, Baltimore, Md.—Receives bids April 20 to furnish and deliver copper pipe to Bureau of water supply; Geo. F. Wieghardt, Water Engr.

Protland Cement.—Panama Canal, A. L. Flint, General Purchasing Officer, Washington, D. C.—Receives bids April 18 to furnish Portland Cement. Blank forms and information (Circular 1794 on application to offices of Panama Canal, Asst. Purchasing Agts., Fort Mason, San Francisco, Calif.

Pressboard.—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids April 9 for 3000 sheets red pressboard, 8½x17½-in.

8½x17½-in.

Pump House Addition, Zeolite Water Softening System.—Director, United States Veterans Bureau, Arlington Bldg., Washington, D. C.—Receives bids May 3 at office Construction Div., Room 791, for addition to pump house and installation of Zeolite Water Softening System, U. S. Veterans Hospital No. 78, North Little Rock, Ark.

Reinforcing Steel .- See Sewers.

Road.—State of Kentucky will build or improve 16 roads. See Construction News —Roads, Streets, Paving.

Rubber Boots.—Marine Corps, Quartermaster's Dept., Wasshington, D. C.—Receives bids May 7 to furnish 3200 prs. rubber boots, various sizes; delivery Philadelphia, Pa. Sch. 534.

Sand.—U. S. Engineer Office, 537 S. Dearborn St., Chicago, Ill.—Receives bids April 14 to furnish and deliver sand at Chicago harbor, Illinois.

School Furniture and Equipment.—R. I. Brown, Sec. Mississippi Building Commission, Jackson, Miss.—Receives bids April 12 for furniture and equipment for dormitory at Delta Teachers' College, Cleveland.

Sedimentation Basin, etc.—Board of Public Service, St. Louis, Mo.—Receives bids April 12 for furnishing all materials entering into construction of sedimentation basins, chemical mixing chambers, etc. at Missouri River plant of St. Louis Water Works at Howard Bend.

Sewers.—Commrs. of Sewerage, Louisville, Ky., Matt. H. Crawford, Chrmn.—Receives bids April 25 for construction of Fourth Street Relief Sewer, Contract No. 33; construction of sewer will be in tunnel with small portion in open trench; including outlet structure, semi-ellip, reinforced concrete sewer; pipe sewers; cast iron pipe; 10 relief structures in shaft; in above work there will be following quantities: 8500 cu. yds. excavation in open trench, relief structures, etc.; 6630 cu. ft. excavation in tunnel; 6266 cu. yds. Class A, plain and reinforced concrete; 337 cu. yds. Class C, plain concrete; 2880 ft. timber piles; 620,000 lbs. steel; 10.6 tons Class A 24-in. cast iron pipe; J. B. F. Breed, Ch. Engr.

Sewers.—City of Waco, Tex., H. F. Con-

Sewers.—City of Waco, Tex., H. F. Connally, Mayor; J. H. Strange, Engr.—Receives bids about April 19 (not definite) for sanitary sewer, main and lateral extension connecting into main outfall; 21,740 ft. 6-in., 7200 ft. 8-in., 1650 ft. 10-in., 6350 ft. 12-in., 2260 ft. 15-in. clay tile and concrete pipe.

Sewers.—City of Birmingham, Ala., A. J. Hawkins, City Engr.—Receives bids in about 90 days for \$185,000 storm sewers.

Sewers .- See Land Development.

Sewers.—City of Durham, N. C., R. W. Rigsby, City Mgr.; A. T. Crutchfield, Purchasing Agt.—Receives bids April 14 for construction of sanitary sewer and sewer connections and furnishing sewer pipe and castings; work includes, 59,000 ft. 8-in., 3000 ft. 10-in., 3000 ft. 12-in., sewer mains; 25,000 ft. of 6-in. cast iron connections; following materials to be furnished by manufacturer; 41,000 ft. of 8-in., 1200 ft. of 10-in., 3000 ft. of 12-in. sewer pipe; 190 manhole covers and 140 dust pans; 35 flush tank siphons.

Sidewalk. — Birmingham, Ala. See Construction News—Roads, Streets, Paving.
Shirting (Khaki, Flannel).—Marine Corps, Quartermaster's Dept., Wasshington, D. C.—Receives bids April 27 to furnish 25,000 yds. khaki flannel shirting; delivery Philadelphia, Pa. Sch. 532.

phia, Pa. Scn. 532.

Steam Table.—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids April 16 for steam table for U. S. V. Hospital, North Little Rock, Ark.

Street.—Baltimore, Md. See Construction News—Roads, Streets, Paving.

News—Roads, Streets, Paving.

Street.—Knoxville, Tenn. See Construction
News—Roads, Streets, Paving.

Tricolators.—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids April 12, complete with collar, and 100 filters; delivery U. S. V. Hospital, Alexandria, La.

dria, La.

Trumpets.—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids May 6 to furnish 525 trumpets; delivery Philadelphia, Pa. Sch. 545.

Uniform Equipment, etc.—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids May 2 to furnish uniform equipment, including 60 silk guidons; 1500 trumpet sling hooks; 3000 brass waist plates; 100 non-commissioned staff plates; 300 trumpet slings; delivery Philadelphia, Pa. Sch. 543.

Urns (Coffee), Urn Stand, etc.—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids April 16 for coffee urns, urn stand and cup warmer for U. S. V. Hospital, Oteen, N. C.

Waste Receptacles.—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids April 15 for 24 waste receptacles, self closing, equipped with removal galvanized inner can.

Water Tower.-See Land Development.

Water Works.—See Land Development.
Water Works.—Board of Awards, Baltimore, Md., Geo. F. Wieghardt, Water Engr.;
B. L. Crozier, Ch. Engr.—Receives bids April
3 for excavating trenches and laying water
mains in New Cold Spring Lane from Underwood Rd. to point 100 ft. west of Kernwood
Ave.; plans, etc., on file at office of water
engineer **fer April 1.

engineer **fer April 1.

Water Works.—City of Wichita Falls, Tex.,
W. E. McBroom, Clk.; Montgomery & Ward,
Wichita Falls: Black & Veatch, Kansas City.
Mo., Consit. Engrs.—Receives bids April 18
for furnishing tools, equinment, labor and
materials and constructing 500,000-gal.
elevated steel tank on 75 ft. tower.

X-Ray Equipment.—U. S. Veterans Bureau,
Supply Division, Washington, D. C.—Receives bids April 11 for x-ray equipment,
complete.

Building Materials and Equipment

Crown Drug Co., 3033 Main St., Kansas Sity, Mo., wants prices on following for 50,000 warehouse, office and store building: Flooring—hardwood.
Metal Cellings and Doors.
Refrigerators—electric.
Roofing—composition and tile.
Sprinkler System.
Steel Sash and Trim.
Terra Cotta Trim.
Brown-Rogers-Dixson Co., Liberty St.,

Terra Cotta Trim.

Brown-Rogers-Dixson Co., Liberty St.,
Winston-Salem. N. C., wants prices on following for \$150,000 hardware store:
Limestone.

Limestone.
Metal Ceilings and Doors.
Sprinkler System.
Steel Sash and Trim. Vaults. Wire Glass.

Iwing J. Shapley, Contr., 1108 Fairview t., Houston, Tex., wants prices on following for dwelling: Flooring—hardwood, tile.

Fritz Mallette, Lucedale, Mirices on following for dwelling:
Metal Cellings. Miss., wants

Plaster Board. Rolling Partitions.

Ave., Knoxville, Tenn., wants prices on following for \$10,000 store building:

Flooring—linoleum and rubber tile.

Roofing—tile.

Carolina Construction Co., Greenville, S C., wants prices on following for \$65,000 4-story community building at Judson Mil Village:

filiage:
Cast Stone.
Flooring—tile.
Metal Doors.
Plaster Board.
Steel Sash and Trim.
Tile—hollow.
Wire Glass.

Thos. Hicks & Sons, Contrs., 106 W. Madi-n St., Baltimore, Md., want prices on fol-wing for \$100,000 dwelling: Flooring—hardwood, linoleum, tile. lowing

A. C. Bigbee & Co., Contrs., Ocala, Fla., ant prices on following for \$170,000 apart-

A. C. Diguest A. C. Diguest Prices on following ent building:

Flooring—rubber, tile.

Sprinkler System.

Ventilators.

Stearman & Son, Contrs., 3913 Main St., Dallas, Tex., want prices on following for \$118,000 school building:

Flooring—composition, terrasso and tile. Incinerators. Limestone. Metal Doors. Roofing—composition.
Tile—hollow and interior.
Ventilators.
Wire Glass

Rev. J. H. Turner, Pastor, Fisher Street Baptist Church, Jonesboro, Ark., wants prices on following for \$10,000 church: Metal Cellings.

Plaster Board. Roofing—composition. Steel Sash and Trim.

Steel Sash and Trim.

Robinson Bros., Inc., 3 Page Ave., Asheille, N. C., wants prices on following for
dwellings under construction:
Cabinets.
Incinerators.
Laundry Chutes.

Metal Doors.
Ornamental Iron.
Roll Screens.
Steel Scaffolds.

Myers & Myers Contrs., 110 W. 25th St., Norfolk, Va., wants prices on following for \$55,000 apartment building: Cast Stone, Flooring—hardwood, linoleum, rubber tile

ast Stone. looring—hardwood, linoleum, rubber tile tile.

nd tile.

Refrigerators—electric.

Roofing—composition and tile.

Steel Sash and Trim.

Tile—hollow.

Ventilators—Swartout.

Ventilators—Swartout.
F. E. White, Jr., 4032 Saratoga St., New Orleans, La., wants prices on following for \$6500 church, Slidell, La.:
Roofing—composition.
City Housing Corp., 11 N. Fourth St., Richmond, Va., wants prices on following for five \$5000 dwellings:
Flooring—terrazzo, tile, rubber tile.
Plaster Board.
Roofing—composition.
Refrigerators—electric.
H. N. Seney, 88 W. Chicago St., Cold-

H. N. Seney, 88 W. Chicago St., Cold-water, Mich., developing 40 acres at Savan-nah, Ga., build house, barn, chicken houses,

E. C. Kline, 590 Buford St., Beaumont, ex., wants prices on following for \$30,000

nurcn:
Plaster Board.
Roofing—composition.
Tile—hollow.

R. C. Springer, Archt. Meridian, Miss., wants prices on following for \$55,000 church, Hattiesburg, Miss.:

Flooring. Marble. Tile--hollow.

Rev. W. G. Harden, Pastor, Presbyterian Church, Greenville, N. C., wants prices on following for \$35,000 church: Cast Stone. Flooring—hardwood.

Cast Stone.
Flooring—hardwood.
Metal Cellings.
Rolling Partitions.
Uzzell S. Branson, Archt., Farmers Bank
Bldg., Blytheville. Ark., wants prices on following for *48,000 church:
Flooring—hardwood.
Limestone.

Henry F. Jonas & Tabor, Archts., Union Natl. Bank Bldg., Houston, Tex., wants prices on following for \$100,000 Agricultural School:

Rolling Partitions. Tile—hollow.

C. A. Kelly, Contr., 3137 Karnes Blvd., Kansas City, Mo., wants prices on following for \$25,000 dwelling: Flooring—rubber tile. Incinerators. Refrigerators—electric. Terra Cotta Trim.

Joe Goldston, Clarendon, Tex., wants prices on following for \$30,000 stores and office building: Flooring—terrazzo. Plaster Board.

Roofing—composition.
Sprinkler System.
Tile—interior.
Wire Glass.

Collins Bros. Contracting Co., Biloxi, M'scants prices on following for 4-apartment wants prices obuilding:
Metal Doors.

Sprinkler System. Tile—hollow.

John Olsson, Contr., 918 Middle St., Fort Lauderdale, Fla., wants prices on following for \$59,980 school building:

st Stone.
coring—composition, linoleum and ter-

Rolling Partitions.

New Booklet on Stopping Evaporation.

"Stopping Evaporation" is the name of a recently published booklet of interest to executives of every organization using or storing oil. It describes how the Wiggins Roof, a device which rides directly on the oll in a tank, prevents oil from passing into the air in the form of evaporation. In addition to a complete description and illustrations showing construction features of this roof, the bulletin contains a picture section of various installations and the results of evaporation and fire tests. Copies of the booklet may be obtained free of charge by writing the Chicago Bridge and Iron Works, 37 West Van Buren street, Chicago, Ill.

Moves Headquarters.

The National Electrical Manuufacturers Association has moved its headquarters office to the Graybar Building, 420 Lexington avenue, New York, N. Y., according to announcement by Alfred E. Waller, managing director.

INDUSTRIAL NEWS OF INTEREST

Items of news about industrial, railroad or financial interests, building operations, construction work, municipal improvements, or the sale of machinery or the letting of contracts in the South or Southwest, are invited from our readers whether they are advertisers, or subscribers, or not. We invite information of this character from readers in the North and West about their Southern business operations, as well as from Southern readers. News of value will be published just as readily when from non-advertisers as from advertisers.

Harnischfeger Branch Manager.

George W. Gimlich has been appointed manager of the Harnischfeger Sales Corporation branch at Dallas, Texas. Daniel J. Murphy, formerly manager at Dallas, will open a new office at Baltimore, Maryland. Headquarters of the Harnischfeger Corporation are at Milwaukee, Wis.

Sales Office in New Location.

The Southwestern district sales office of the Chicago Bridge and Iron Works, which for several years has been located in the Praetorian Building in Dallas, Texas, has been moved to the Dallas National Bank Building in the same city.

New Lidgerwood Gasoline Hoist.

The Lidgerwood Manufacturing Company of New York city has added to its standard line an 8-horsepower gasoline hoist, which is a single drum, self-contained unit, having the front of the bedplate planed off to receive a second drum, which can be added in the field. It is a strong little hoist, easy to operate and easy to move. It replaces hand-power for light derrick work, concrete and building material elevators on low buildings, setting stone, loading and unloading lighters and barges, mast and gaff rigs, etc. Cost of operation is so low and the saving in labor claimed so great that it is a profitmaker on the smallest and largest jobs.

Commonwealth Power Report.

The report of the Commonwealth Power Corporation for the year ended December 31, 1926, shows gross earnings of more than \$49,000,000 and gross income after operating expenses, taxes, etc., of more than \$22,800,-000, this comparing with something more than \$19,252,000 in 1925. Gross earnings in-creased 11.37 per cent. Among the properties acquired during the year were the electrical distribution systems in Murfreesboro, Harriman and other communities in Tennessee which were taken over by the Tennessee Electric Power Company. Among the illustrations in the report are the general office building of the Tennessee Electric Power Company at Chattanooga, and the substation at Murfreesboro, Tenn.

A Century and a Quarter of Business

Wm. B. Scalfe and Sons Company, manufacturers of tanks and water purifying apparatus, Pittsburgh and Oakmont, Pa.; New York, N. Y., and Chicago, Ill., have sent out announcements of the 125th anniversary of the establishment of their business, which was founded in 1802. The announcement is made over the names of J. V. Scaife, president, who is of the fourth generation of the family since then, and A. M. Scaife, vicepresident, who is of the fifth generation.

Climax Engines in the South.

Agreements were recently made by the Climax Engineering Company, Clinton, Iowa, with the Belknap Hardware and Manufacturing Company of Louisville, Ky., and Woodward, Wight & Co. of New Orleans, La., to sell the Climax engines, the first-named firm covering territory composed of Kentucky, the northern part of Tennessee, West Virginia and parts of Virginia and North Carolina, the latter firm covering the southern part of Louisiana and the southern part of Mississippi.

Southern Office Opened.

The Buckeye Traction Ditcher Company of Findlay, Ohio, whose machinery has been widely used in the South for years, has appointed A. W. Price to be Southern repreappointed A. W. Price to be Southern repre-sentative, with office at 901 Richard street, Salisbury, N. C. The company's line includes trench excavators, tile and open ditchers, backfiller cranes, pipe-line trench excavators, and curb and clay diggers. Mr. Price, it is said, is fully qualified by practical experience to be of great personal service concerning proper selection and profitable use of this equipment.

A Prominent Florida Enterprise.

The Florida State Chamber of Commerce, 408 Consolidated Building, Jacksonville, under the caption of "High Spots," presents periodically lists of specific products of various communities in Florida, and this material when assembled constitutes a buyers' guide for handy reference. Concerning this plan the Gibbs Gas Engine Company,

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per George W. Gibbs, Jr., whose plant is at South Jacksonville, says in a letter to that body: "Your plan to publish Florida manufacturers in each issue of 'High Spots' calls forth the highest commendation I can give it. It should be of great value to Florida and it further emphasizes the excellent service being rendered by you." The Gibbs plant is equipped for general boat building and repairs, and the firm claims to be the largest dry dock company specializing on private yachts and cruisers. It also builds dredges, tugs, barges, oil tankers and other craft up to a length of 250 feet for all parts of the world. There are two floating dry docks of 1200 tons and 500 tons, respectively. The firm has built a large number of Coast Guard patrol and other vessels for the United States Government. The average number of employes is 350.

Oklahoma Gas and Electric Company—1926. The gross earnings of the Oklahoma Gas and Electric Company for the year 1926 increased \$1,910,206, or 21.27 per cent, as compared with 1925, and net earnings increased \$798,062, or 25.02 per cent, according to the annual report just issued in pamphlet form. Gross earnings totaled \$10,888,761; operating expenses, maintenance and taxes were \$6,901, 101, and net earnings were \$3,987,660. Electric output increased from 156,979,298 kilowatt-hours in 1925 to 207,140,920 kilowatt-hours in 1926, an increase of very nearly 32 per cent. A total of 43 municipalities was added to the list of cities and towns served, and the total number of communities now served is 135. One of the prominent construction plans completed during the year was the installation of an additional turbine unit at the Horse Shoe Lake station near Oklahoma City, the generating capacity of this new unit being 26,800 horsepower. Total generating capacity of all plants is now 119,305 horsepower. There were 165 miles of high-voltage transmission lines built during the year. This year a six-story general office building will be completed in Oklahoma City. The total construction budget for 1927 is \$4,745,000.

Bishopric Fireproof Partition Slabs.

The Bishopric Manufacturing Co., Cincinnati, Ohio, began on April 1 the manufacture of Bishopric fireproof partition units which, it is claimed, enable fireproof partitions to be built five times faster than ordinarily. These units, which are tongued and grooved, are made of gypsum rock, calcined and pulverized; fireproof aggregate, and are reinforced with two layers of steel wire mesh. They are precast slabs from 8 to 16 feet long, 24 to 36 inches wide, and 2 5-8 to 5 inches thick; are interlocking, with finished surfaces and full-length longitudinal voids. They are used for non-bearing, light-weight, incombustible division walls in all structures, including hotels, offices, garages, apartments and public buildings. A folder gives particulars.

Arthur Keller.

Arthur Keller, chief electrical engineer of the Harnischfeger Corporation, died Saturday, March 12, at his home in Milwaukee, Wis. He was born in Switzerland in 1882. Mr. Keller had been connected with this corporation for the last twenty years, and during that time perfected much of the electrical equipment that goes into their cranes. He was educated at the Universities of Zurich and Bien, in Switzerland, and was employed by some of the largest electrical manufacturers in this country, as well as in Europe, before he joined the Harnischfeger Corporation.

Report of Tennessee Electric Power Company for 1926.

The annual report of the Tennessee Electric Power Company for 1926 shows a prosperous condition. President B. C. Cobb says: Business conditions in the territory served were favorable during 1926. This, together with improvements in operations and the additional load taken on by the company and its subsidiaries, resulted in a satisfac-tory increase in gross and net earnings. The depression in the cotton market last fall, resulting from the large production of this commodity, had no serious effects on general business conditions in the State. * * * According to estimates, the 1926 value of Tennessee's manufactured, mineral and timber products was more than \$600,000,000, whereas agricultural products were valued at \$400,000,000 of which only \$35,000,000 was represented by cotton, or about 9 per cent." Gross earnings for the year were \$11,909,560.13, as compared with \$11,482,263.05 in 1925, and net income available for dividends and retirement reserve were \$3,257, 067.67, as compared with \$2,861,352.60 in 1925, and the operating rotio was reduced over per cent. Total assets are more than \$76,227,000.

Shepard Electric Crane to Make Sprague Products.

The Shepard Electric Crane and Hoist Company of Montour Falls, N. Y., has bought from the General Electric Company the entire Sprague electric hoist and winch business, this deal including the right to manufacture and sell from April 1 onward all of the hoist products formerly made by the previous owners of the business. The Shepard plant will therefore carry on the manufacture of Sprague worm gear electric hoists and trolleys in capacities from ¼ ton to 6 tons, and also the same make worm and spur gear winches in capacities from 1 to 6 tons; besides repair parts for all of the Sprague products. The Sprague electric hoist division of the Shepard organization has accordingly been created, with headquarters at 30 Church street, New York city, to handle exclusively the sale of the Sprague products separately from the Shepard products, and N. A. Hall is appointed manager. He was formerly with the Sprague works of the General Electric Company.

Fuller-Lehigh Company Enlarges Line.

The Fuller-Lehigh Company, Fullerton, Pa., one of the Babcock and Wilcox Company's organizations, took over on April 1 that portion of the business of the Bailey Meter Company pertaining to pulverized coal feeders, burners and water-cooled furnace walls. Grouping this equipment with the pulverizing mills, dryers, conveying systems, feeders and burners now gives the Fuller-Lehigh Company complete equipment not only of pulverized coal apparatus from the preparation plant to the furnace but for the construction of the furnace as well. This company will complete contracts for furnace walls and other similar equipment now on order with the Bailey Meter Company. E. G. Bailey is president and E. J. Billings vice-president in charge of sales. The engineering staff includes J. B. Gaffney, Chief Engineer, and others.

Stewart Die Casting Appointment.

F. M. Malany, Singer Building, New York, N. Y., has been appointed representative in that sales district for the Stewart Die Casting Corporation of Chicago, manufacturers of die castings and bronze bearing metal. Mr. Malany's engineering experience, which covers 18 years, includes both operating and construction. Last year, together with a number of other engineers, he formed the F. M. Malany Company.

General Electric Annual Report a Record.

The annual report of the General Electric Company, Schenectady, New York, for the year 1926 shows that the sales billed during the twelve months totaled \$326,974,104, as compared with \$290,290,166 in 1925, the increase last year being more than \$36,000,000 and breaking the record in volume of sales. The best previous record was in 1924, when the sales billed totaled \$299,251,869. Furthermore, orders received during 1926 amounted to \$327,400,207, an increase of 8 per cent over 1925. The previous high record was \$318,470,438 in 1920. A statement shows that during the last twelve years, while commodity prices have risen 54 per cent and the cost of living 68 per cent, the selling prices of the General Electric Company have increased but 13 per cent, yet the average earnings of the company's employes have more than doubled. The balance sheet of the company shows total assets of more than \$428,000,000.

Central Lubrication on Smith Paver.

Instant, central lubrication from the operator's platform has recently been installed as standard equipment on the Smith 27-E six-bag paver, which enables the operator by simply pressing a lever with his foot to force lubrication simultaneously to the bearing surfaces of the machine. This is a decidedly new thing for pavers, for one man is now able to do the work of several in a fraction of the usual time; besides, the ease with which the central system is operated not only insures perfect lubrication, but it encourages frequent attention on the part of the operator. Engineers feel that this new installation will give even smoother action and greater dependability to this already highly efficient machine. This paver is made by the T. L. Smith Company, Milwaukee, Wis.

Milcor Bull Nose Bead Announced.

Ever since the Milwaukee Corrugating Compaphy of Milwaukee, Wis., introduced its Milcor Expansion Corner Bead No. 1 with expanded metal wings, in 1922, many architects, contractors and plasterers have wished for a Bull Nose Bead with similar wings and the advantages which they give. For more than two years the company's engineers have been working on the development of such a device, and it is now announced that the Milcor Bull Nose Expansion Corner Bead No. 10 has been perfected and the company can make deliveries from stock. This new product, it is stated, has the same advantages as those of the narrow nose No. 1 bead and both are covered by the same patents.

Macomber Steel Company Organized.

A letter to the Manufacturers Record announces that the Massillon Steel Joist Company of Canton, Ohio, has acquired the assets of the Canton Bridge Company of that city and will operate as the Macomber Steel Company in the future, Stanley Macomber, president, heading the new organization with the same officers of the Massillon Bar Joist organization, who have served since its inception. They will continue to market the complete line of Massillon standardized steel building products, and in addition give special attention to the fabrication of structural steel and concrete reinforcing for conditions not covered by standard designs. The Macomber Steel Company has a wellestablished representation throughout the South, where its bar joist, steel roof truss, etc., are widely used in building construction. James M. Lawrie, assistant sales manager, has just completed a six weeks' tour South and reports general prospects especially good. He was much impressed with the stable condition in Florida.

FINANCIAL NEWS

Bond Issues Proposed

Ala.. Anniston — Building — City, Mayor Reaves, calls election April 25 on \$225,000 bonds for new city hall and municipal auditorium, and remodel present city hall.

Ala., Decatur—School—City voted \$50,000 ands. Address City Clk.*

Ala., Dothan-Sewer-City votes May 2 on \$30,000 bonds. Address City Clk.

a., Gadsden—Street—City. H. C. Thomas, sells, Apr. 18, \$28,000 6% \$1000 denom. bonds.

Fla., Bradenton—Municipal Improvement City votes April 12 on \$273,000 bonds; L. Hine, City Clk.

Fla., Fort Lauderdale—City rejected bids for \$2,000,000 bond issue; Glenn E. Turner, City Audtior and Clk., wires: "Only bid, Farson & Son Co., New York, bid ninety-five ten and accrued interest on harbor bonds, was rejected."*

Fla., Haines City—Municipal Improvement—City. J. L. Evans, Clk., will sell in May \$150,000 bonds: \$135,000, sewer and disposal plant; \$15,000, water works extension.*

Fla., Jacksonville—Health Building—Cit Comm., considering \$100,000 bond election W. E. Sheddan, City Engr.

Fla., Jacksonville—Road—Duval County Commrs., Frank Brown, Clk., contemplate about \$350,000 bond issue.

Fla.. Jacksonville — Auditorium — Duval County Commrs., Frank Brown, Clk., plan \$225,000 bond issue.

Fla., Jasper—Improvement—City, Paul S. Grabam, Clk., receives bids Apr. 25 for \$26,000, 6%, \$1000 denom. bonds.

Fla., Lantana—Municipal Improvement— City plans selling \$100,000 bonds. Addres City Clk.*

Fla., Lantana—Indebtedness—Town voted \$100.000 bonds. Address Town Clk.*

Fla., Leesburg—School — Leesburg School Dist. voted \$300,000 bonds. Address Pres. Board of Trustees.*

Fla., Orlando—Road—Orange County Commrs., B. M. Robinson, Clk., receive bids Apr. 11 for \$1,200,000 5% \$1000 denom, bonds.

Fla., Stuart — Municipal Improvement — City. J. E. Taylor., Mayor-Commr., voted \$160,000 bonds; \$35,000, fire hall and jail; \$23,000, additional fire protection; \$30,000, bridges; \$45,000, sewerage; \$15,000, whiteway lighting; \$12,000, fire alarm system; R. E. Mahr, City Mgr.*

bridges: \$45,000, sewerage: \$15,000, white-way lighting: \$12,000, fire alarm system: R. E. Mahr, City Mgr.*
Fla., Tampa—Hospital—City, W. Lesley Brown, Mgr., defeated \$500,000 bond issue. Lately noted election Mar. 29.

Fla., Tampa—Improvement—City, Wm. E. Duncan, Clk., receives bids April 14 for \$606,000 4% % \$1000 denom, bonds.

Fla., Tampa—School—Hillsborough County Board of Public Instruction, W. D. F. Snipes, Sec., receives bids May 3 for \$1,170,000 5% \$1000 denom. Special Tax School Dist. No. 4

Georgia — Road — State, Clifford Walker, Governor, Atlanta, defeated \$60,000,000 bond

Ga., Claxton—Sewerage—City, C. E. De-Loach, Clk., voted \$15,000 5% bonds.*
Ga., Gough—School—City votes Apr. 20 on \$25,000 bonds. Address City Clk.
Ky., Earlington—School—Earlington School Dist. votes soon on \$30,000 bonds. Address Pres. Board of Trustees.

Ky., Mayfield—School—City voted \$40.000 bonds; N. J. Gregory, Sec. Board of Educa-tion.*

Ky., Winehester — Road — Clark County plans bond election. Address County Commrs. La., Lake Charles—Paving—City, Harry J. Geary, Mayor, plans receiving bids for \$337.

La., Lake Charles—Dock Improvement— Dock Board calls election May 3 on \$500.000

Md., Delmar—P. O. Delmar, Del.—Sewerage, etc.—Town Commrs. Wm. B. Hearthway, Sec., receives bids April 20 for \$100,000 5% \$1000 denom. bonds.

Md., Hagerstown—Water Works—City. Ned R. Carlisle. Clk., plans selling within month \$1,000,000 bonds.

Mo., Huntsville—Road—Randolph County Commrs. plan \$850,000 bond election.*

Mo., Neosho-Water Works-City voted \$25,000 bonds. Address City Clk.*

N. C., Asheboro—Funding—Randolph County Commrs. E. C. Watkins, Chmn., receive bids Apr. 9 for \$644,000 5% bonds.

N. C., Highlands—Board of Aldermen authorized issuance of \$15,000 bonds: \$10,000, standpipe; \$5000, water works extension and municipal improvement.

N. C., Marion—School—McDowell Counvotes Apr. 16 on \$130,000 bonds: \$100,00 Clinchfield School Dist.; \$30,000, Cross M School Dist. Address Board of Education.

N. C., Morganton — Public Improvement —Town, L. E. Smith, Clk., receives blds April 19 for \$35,000 5% \$1000 denom. bonds.

N. C., Spindale—Public Improvement— own, S. E. Elmore, Mayor, postponed sale \$150,000 6% bonds. Lately noted bids

N. C., Wilmington—Municipal Improvement—City. Thos. D. Meares, Clk.-Treas., plans \$150,000 bond issue: \$30,000, fire equipment; \$30,000, fire alarm and police call system; \$30,000, street; \$60,000, storm sewers.

N. C., Winston-Salem—Board of Aldermen. Thomas Barber, Mayor, plans \$1,525,000 bond issue: \$575,000, street; \$350,000, water works; \$200,000, sewer; \$200,00, curbs and gutters; \$100,000, garage, etc.; \$75,000, surface drainage; \$25,000, concrete bridges.

Okla., Chandler — Road — Lincoln County voted \$1,200,000 bonds. Address County Commrs.*-

Okla., Chelsea—Sewers, etc.—City reported plans voting soon on \$25,000 bonds. Address City Clk.

Okla., Medford—School—School Dist. No. 54 voted \$20,000 bonds; receives bids April 15 for \$20,000 6% bonds; C. E. Herschberger, Chmn., School Board.*

Okla., Muskogee—City Hall—City may vote in April on \$300,000 bonds. Address City Clk.

S. C., Greenville—Sewer — Greater Greenville Sewer Comn., B. A. Morgan, Chmn., receives bids May 1 for \$1,000,000 of \$3,000,000 bonds.*

S. C., York—Road—York County Permanent Road Comn. postponed sales of \$1,000.000 4%% bonds. Lately noted bids Mch. 22.

Tenn., Greeneville — Indebtedness—Greene County defeated \$126,000 bond issue. Address County Commrs.*

Tenn., Knoxville—Street—Dept. of Public Service, Alexander Harris, Director, contemplates \$609.000 bond issue.

Tenn.. Knoxville—School—City may receive bids early in May for \$850,000 bonds. Address Pres. Board of Education.

Tex. Amarillo—School—Amarillo Independent School Dist., Geo. M. Waddill, Pres., votes April 19 on \$600,000 bonds.

votes April 19 on \$600,000 bonds.

Tex., Beaumont—Road—Jefferson County.
B. B. Johnson, County Judge, considering \$1,600,000 bond issue: \$1,147,000, county-wide projects; \$426,000, precinct projects; Ben F. Shipley, County Engr.*

Tex., Brackettville—Road—Kinney County Commrs. Court, John H. Stadler. County Judge, receive bids April 11 for \$150,000 500,\$1000 denom. bonds, Carl Kartes, County Cik Lately noted bids Mar. 14.

Tex., Colorado—Highway—Mitchell County, Chas. E. Thompson, County Judge, contem-plates calling election soon on \$200,000 bonds.

Tex., Hilboro-Rod-Hill County Com-res., call election Apr. 9 on \$50,000 bonds: \$55.000, street improvement; \$55,000, sewer extension; \$20,000, fire station: \$5000, waterworks, etc.; J. S. Braceville, City Atty.

Tex., Hilboro-Rod-Hill County Commrs. call election Apr. 9 on \$50,000 5½%

Irene Road Dist. bonds.

Tex., Johnson City-Road-Blanco County ommrs. plan \$60,000 bond election.

Tex., Karnes City-Road-Karnes County votes soon on bonds. Address County Judge. Tex., McAllen — Public Library — City Comm. considering \$25,000 bond election.

Tex., Plainview—Municipal Improvement—City, W. E. Risser, Mayor, contemplates bond election for water, sewer and paving extensions; R. P. Smyth, City Engr.

Tex., Raymondville—School—Santa Margarita Independent School Dist. voted \$25,000 bonds. Address Board of Trustees.*

Tex., Throckmorton - Road-Throckmorton

County contemplates bond election; L. R. Allison, Res. Highway Engr.

Tex., San Angelo—Municipal Improvement—City, E. V. Spence, Mgr., contemplates \$700,000 bond election: \$350,000, paving: \$25,000, sewer; \$225,000, city hall; \$50,000. sub-fire stations; \$25,000, incinerator; \$25,000, fire-alarm system.

Tex., Weslaco—Municipal Hall, Community Building—City voted \$35,000 bonds. Address City Clk.*

Va., Crewe—Water Works, Sewer—Town. Wm. P. Taylor, Mgr., receives bids April 19 for \$185,000 5% bonds; W. S. Kincheloe,

Va., Richmond—Street—City, Keith Compton. Director of Public Works, contemplates \$500,000 bond election.

Va., Staunton—Refunding—City, Olive Stoddard, Clk., receives bids April 19 \$150,000 4 to 4¾ % \$1000 denom. bonds.

W. Va., Clarksburg—City, Dollivar II. Hamrick, Clk., calls election Apr. 19 on \$630,000 bonds: \$80,000, central fire sta-tion: \$50,000, grade crossing elimination; \$500,000, bridges.*

W. Va., Parkerburg—Road—Wood County pecial Roads Committee, W. C. McConaug-py, plans \$1,000,000 bond issue.

Bond Issues Sold

Fla., Bushnell—Highway—Sumter County sold \$360,000 6% bonds to Barnett National Bank, Jacksonville, at par.*

Fla., Jacksonville—School — Duval County Board of Public Instruction, G. Elmer Wilbur, Supt., sold \$144,000 bonds: \$60,000, to Sinking Fund for Dist. No. 7, at par; \$40,000, Crittenden County, \$36,000; \$44,000, Crittenden County, for Westconnett Dist., \$39,600.*

Fla., Madison—State Road Dept., Talla-hassee, sold \$241,000 Madison County bonds to Atlantic National Bank, Jacksonville, at \$229,359.*

Fla., Perry—Road—Taylor County Commrs. B. H. Lindsey, Chmn., sold \$250,000 5% bonds jointly, to Caldwell & Co., Nashville Tenn., and Barnett National Bank, Jackson ville, at 95.64.*

Fla., Sarasota—Municipal Improvements—City, H. I. Southwick, Clk., sold \$375,000 bonds to Caldwell & Co., Nashville, Tenn., at 90.33.*

Ga., Louisville — School — Roy V. Harris, atty., School Dist. No. 10, Jefferson County, sold \$18,000 6% bonds to Channer Securities Co., Chicago, Ill., at par, accrued interest and premium of \$736.

Ga., Waycross—Paving—City Comn. sold \$43,000 bonds to First National Bank, Waycross, at par and accrued interest.

Ky., Ravenna—School—City sold \$24,000 bonds to J. C. Mayer & Co., Cincinnati, Ohio, at \$700 premium.

at \$700 premium.

Md., Towson—Road—Baltimore County
Commrs., John R. Haut, Ch. Clk.. sold \$500,000 4½% bonds to J. Edward Johnson and
Stein Brothers & Boyce, Baltimore, at 102.46
and accrued interest.

Miss., Greenwood — Flood Protection —
Leflore County sold \$15,000 5½% bonds to
Flora and Esther Reiman, Greenwood, at
premium of \$225.

premium of \$225.

Miss., Jackson—State of Mississippi, H. L.
Whitfield, Governor; Ben S. Lowry, State
Treas.. sold \$500.000 4½% \$1000 denom.
coupon bonds to Rapides Bank & Trust Co.,
Alexandria, La, at par, premium of \$8005
and accrued interest.*

Miss., Pascagoula—Jackson County Court, Fred Taylor, Clk., sold \$65,000 Road Dist. No. 4 bonds to Pascagoula National Bank.

Mo., Neosho—Water Works—City, W. E. Smith, Clk., sold \$25,000 434% bonds to Stern Brothers & Co., Kansas City, Mo., at par, accrued interest and premium of \$5 per thousand.*

Mo., St. Louis — Water Revenue — City, Louis Noite, Comptroller, sold \$3,000,000 4½% bonds to syndicate composed of Chase Securities Corp., A. B. Leach & Co. New York; H. L. Allen & Co., Geo. H. Burr & Co., Batchelder, Wack & Co., Stevens & Co., and Liberty Central Trust Co., of St. Louis, at 100.836.

N. C., Beaufort—Public Improvement—City sold \$125,000 5½% coupon bonds to Walter, Woody & Heimerdinger, Cincinnati, Ohio, at

(Continued on page 128)

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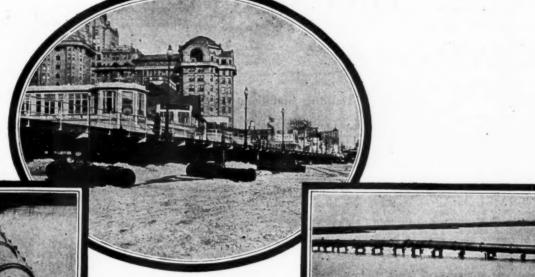
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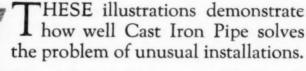
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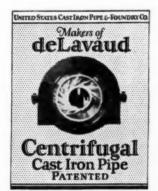
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Burlington, New Jersey

FINANCIAL NEWS

(Continued from page 126)

N. C., Elizabeth City—Paving—City, J. N. Snowden, Clk., sold \$100,000 4% % bonds to Mercantile Trust Co., St. Louis, Mo., at par, premium of \$310 and accrued interest.*

N. C., Graham — Funding — Town, R. N. Cook, Treas., sold \$40,000 5% bonds to Caldwell & Co., Nashville, Tenn., at \$40,728 and accrued interest.*

accrued interest.*

N. C., Tarboro—School Funding—Edgecombe County Commrs., J. A. Weddell, County Auditor, sold \$108,000 4½% bonds to Continental and Commercial Co., at \$108,157.*

N. C., Waynesville—Street—City sold \$85,000 bonds to Davies-Bertram Co., Cincinnati,
Ohio, at premium of \$1147.

N. C., Winston-Salem—City Hall—City, W. H. Holcombe, Commr. of Finance, sold \$550,000 4½% \$1000 denom. bonds to W. F. Shaffner & Co., Winston-Salem; Stone, Webere & Blodgett, New York; Federal Commerce Trust Co., St. Louis, at premium of \$6380.*

Okla., Sapulpa — Road — Creek County Commrs. sold \$196,000 5½%, Series B bonds to Security National Bank, Oklahoma City, at premium of \$11,650.

S. C., Charleston—Refunding—City, W. L. mith, Treas., sold \$712,000 4½% bonds to list National Bank: Halsey, Stuart & Co., ic., both New York, and South Carolina scurity Co., Greenville, at \$730,078 and acued interest.

S. C., Taylors—School—Greenville County Board of Education, Robt. L. Meares, County Supt., sold \$35,000 51/2% bonds to J. Hills-man & Co., Atlanta, Ga., at about \$750 premium.*

Tenn., Greeneville—Greene County Court, J. R. Todd. Chmn., sold to Union Bank and Trust Co., Knoxville, at \$102,350 and accrued interest, \$122,000 44% bonds: \$100,000, refunding; \$22,000, State and Federal Aid; J. H. Maupin, Cik.

Maupin, Clk.

Tenn., Tullahoma — School — City, W. J.
Davidson, Mayor, sold \$58,000 5% bonds to
J. W. Jakes & Co., Nashville, at par, premium of \$717, and accrued interest.

Tex., Amarillo—School—Geo. M. Waddill.
Sec., Amarillo independent School Dist. sold
\$600,000 4\% % bonds to Garrett & Co., Dallas,
at par, premium of \$2336 and accrued inter\$7656.

Tex., Mercedes—Sewer, City Hall, Fire Station—City, F. J. Fikes, Sec., sold \$125,000 6% bonds to Caldwell & Co., Nashville, Tenn., at par, accrued interest and premium of

Tex. San Benito-Municipal Improvement -City, J. Scott Brown, Mayor, sold \$120,000 bonds to J. E. Jarratt Co., San Antonio,

at par, premium of \$2336, and accrued interest.*

Tex., Seguin—Refunding—City, Bettle Harrington, Sec. sold \$65,000 5½% bonds to Garrett & Co., Dallas, at par.

Va., Portsmouth—Refunding—Sinking Fund purchased \$65,000 4½% bonds at par.

Building and Loan Associations

Ala., Montgomery—Guaranty Savings and Loan Assn., 723 First National Bank Bldg., capital \$50,000, incorporated; Charles B. Teasley, Pres.; Charles W. Moulthrop, V.-P.; E. T. Teter, Sec.

Ga., Dublin-W. P. B. Wachtel and W. F. Wiant interested in organizing building and loan association.

loan association.

Md., Baltimore—A. B. C. Building & Loan
Assn. Inc., 505 Calvert Bidg., capital \$500,000, incorporated; Benjamin Leiman, Joseph
Jacobson, 1525 N. Appleton St.; J. Max
Abramowitz, Calvert Bidg.

Abramowitz, Calvert Bldg.

Md., Baltimore — Matthews Building and Lonn Assn. of Baltimore City, Md., Inc., 1104 N. Mount St., capital \$100,000, incorporated; Charles F. Lewis, Benjamin P. Dixon, 1518 N. Mount St.; Mack Whitting.

Md., Baltimore—Oswego Permanent Building and Loan Assn. of Baltimore City, Inc., 4101 Pimlico road, capital \$250,000, incorporated; Ben L. Nathason, 222 St. Paul Place; Joseph Sherbow, Munsey Bldg.; Harry S. Herman, Equitable Bldg.

Md., Baltimore—Security Trust Building

Md., Baltimore—Security Trust Building and Loan Assn., Inc., 845 W. North Ave., capital \$1,000,000, incorporated; Saul Marcus, Joseph Myer, Morris S. Snyder, Equitable Bldg.

N. C., Asheville—G. & G. Investment Co., capital \$100,000, chartered; Wm. Ray and Mark A. Griffin, 193 S. French Broad Ave.; John M. Gears.

N. C., Winston-Salem — First Industrial Bank, capital \$200,000, chartered; W. J. Byerly, P. N. Montague, Farmers Bank Bldg.; P. Frank Hanes. Winston-Salem -

S. C., Due West—Community Building and Loan Assn., chartered; F. E. Grier, Pres.; J. C. Agnew, V.-P.; Estelle McDill, Sec.-Treas.

New Financial Corporations

Fla., Jacksonville—Florida Bonding Corp., capital \$25,000, chartered; H. C. Welborn, G. C. Pierce, Gary Alexander, both Atlanta Natl. Bank Bldg.
Fla., Miami—Continental Bond and Mortgage Co., chartered; Will H. Price, John L. Neeley, Daisy Failbreath.

Md., Baltimore—Credit Adjustment Corp. of Baltimore, 907 Maryland Trust Bldg., capital \$25,000, incorporated; James F. Johnson, Edgar D. Freeland, Alan H. Murrell.

Mo., North Salem—Farmers State Bank of North Salem, capital \$20,000, chartered; acquired Farmers Bank, E. C. Meehan, Pres.

N. C., Asheville—Union Mortgage Co., capital \$250,000, chartered; E. S. Koon, J. E. Cauble, T. Q. Miller.

N. C., Greensboro—Smith-Holland Co., Inc., capital \$100,000, chartered; A. J. Smith, W. D. Holland, Greensboro; Wm. R. Hill, 114 Virginia St., Richmond, Va.

Virginia St., Richmond, Va.

Tenn., Memphis—City Investment Co., capital \$10,000, incorporated; E. R. Cook, 1633
Central St.; H. B. and E. C. Albro.

Va., Norfolk—Investment Corporation of Norfolk, 107 W. Citv Hall Ave, capital \$100,000, applied for charter; A. L. Eggleston, Pres., Washington Park; W. Erskine Buford, V.-Pres.; W. A. Charters, Cashier, 1223 Westover Ave.

American National Bank, Frank P. Johnson, Pres., Oklahoma City, Okla., and First National Bank, H. M. Johnson, Pres., plan consolidating and occupying American National Bldg., being remodeled.

Citizens Bank, J. W. Coppage, Pres., Hahira, Ga., plans increasing capital to \$25,000; W. Lastinger, Executive V.-P.; V. A. Gaskins, Cashier; plans changing name.

Fidelity Trust Co. of Houston, Se Natl. Bank Bldg., Houston, Tex., incre capital, \$100,000 to \$200,000.

capital, \$100,000 to \$200,000.

J. E. Jarratt Mortgage Co., Republic Bank Bldg., Dallas, Tex., plans increasing capital to \$600,000; J. E. Jarratt in charge Dallas office; George M. Murray, B. R. Webb.

Rosemark Bank and Trust Co., E. A. Thompson, Pres., Rosemark, Tenn., merged with Barrettville Savings Bank and Trust Co., C. C. Castles, Pres., Barrettville, Tenn.; \$30,000, capital; C. C. Castles, Pres.; Paul Barrett, Cashier; W. R. McCalla, Mgr., of Rosemark Bank, as branch.

Security Savings and Loan Assn. C. J.

Rosemark Bank, as branch.

Security Savings and Loan Assn., C. J.
Mansfield Pres., 503 Main St., Pine Bluff,
Ark., acquired Southeast Arkansas Building
and Loan Assn., increasing capital to \$500.
000; J. L. Leslie, V.-P. and Gen. Mgr.; G. E.
Vanduser, Sec.-Treas.

The statement of the First and Merchants
National Bank of Richmond, Va., as of
March 23, 1927, shows total resources of
March 123, 1927, shows total resources of
more than \$51,400,000. Deposits are more
than \$44,200,000. John M. Miller, Jr., is
president and James M. Ball, Jr., cashier.

Florida Banking Resources High.

State Comptroller Ernest Amos of Florida is quoted in a press report from Tallahassee as saying that banks and building associations throughout that State held nearly \$700,000,-000 of resources during the year 1926, and the assets of the building associations were announced for the first time, their total being \$39.357.725. National banks held \$312.075.000 and State banks and trust companies \$325,740,436.

Interesting Boys in Banking.

Hamp Williams, president of the Community Bank and Trust Company, Hot Springs, Ark., has a junior council for his bank, it being composed of 15 bright boys of the Hot Springs High School, each of whom has purchased \$100 worth of stock. Monthly meetings of the council are held in the directors' room and it chooses its own officers from among its members. Mr. Williams says the boys were selected because of good character and for their interest in banking; he believes that a knowledge of banking is beneficial in any business. Questions on banking are submitted to the boys at each meeting and they are expected to give replies at the next following meeting. These young fellows are boosting the bank, besides soliciting and obtaining accounts. Once a year President Williams gives a trip to the council, the first trip being to the State capital, Little Rock. This year he

took them on an automobile trip to New Orleans. Clyde Nance is president of the council, Paul Humphreys and Fred Williamson vice-presidents, Wilton O'Neil cashier, and there are several assistant cashiers, etc.

Expresses Faith in Opelika, Ala.

Faith in Opelika and all Lee county, Alabama, and confidence that the future holds much of good in store for them, were expressed recently by J. J. Pelley, president of the Central of Georgia Railway, on a visit to that city. In introducing Mr. Pelley at a joint luncheon of civic clubs of the section, Reid B. Barnes pictured Mr. Pelley's rise from the railroad shops to the position of president.

Supplementary to an interesting account of the meeting, the Opelika Daily News sent out 500 letters picturing the advantages and attractions of the city in detail. As an example of its enterprise, for instance, the letter cites that the city, with 6500 population, donated \$65,000 in cash to attract the Pepperell Manufacturing Company of Boston and of Biddeford, Maine, for its Southern textile plant.

The freight tonnage of the city, says the letter, was 224,797 tons in 1926, an increase of 34 per cent over 1925; total deposits in the three national banks, \$3,124,157, and resources of \$4,439,720. Postal receipts increased from \$19,000 in 1921 to \$28,400 in 1925. The Senior and Junior Chambers of Commerce have over 300 members.

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Guarding Millions of Dollars

This Vault is Safe from Floods

from Floods

In addition to safeguarding its contents from burglary and fire, the York vault in the Commercial National Bank of San Antonio had to prove its ability to keep out water from floods, broken water mains and fires. The pressures system and hinge were removed, and a water-tight enclosure built in front of and encompassing the door. The enclosure was filled, submerging York door under tons of water for 70 hours. The floor of vault remained dry throughout the test.

York engineers have been

York engineers have been solving just such unusual problems for forty years. Consult them regarding your vault.

BANKS of today have within their vaults sums of money far greater than anything dreamed of by our grandfathers. And at no time has the need for protection been so great.

Burglars arm themselves with the most upto-date equipment, and their skill matches that of the trained mechanic. Mobs are ever apt to take control, and vent their wrath upon the bank vaults and the treasures they contain.

York research engineers, in developing York Infusite, have created a metal that defies the most versatile burglar.

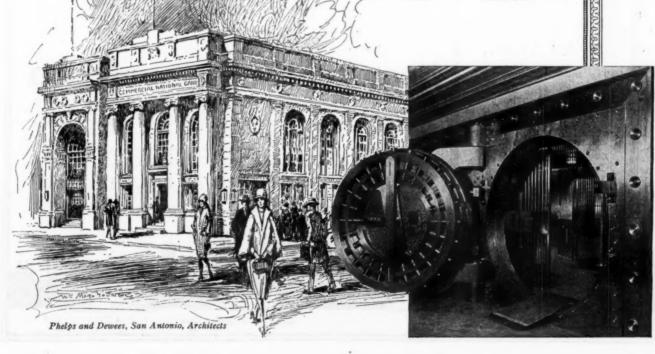
The advanced construction, design and workmanship in York Vaults provide that extra protection which banks must have today. Let us give you the details.

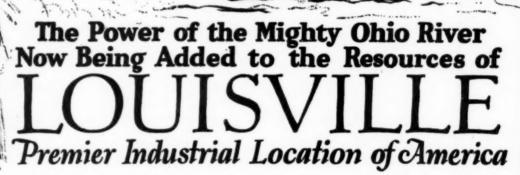
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STANDING at nearly the center of population of the United States, and the gateway to the amplified purchasing power of the South, LOUISVILLE has made remarkable progress in the last six years. Since 1920, no less than 171 enterprises joined the prosperous industries of this famous Kentucky city—now possessing 812 diversified factories producing 350 million dollars of goods annually. Since 1920 the population grew 35 per cent—to a present total of 325,000, ninety-seven per cent American born—the great majority living in their own homes. Climate and natural resources have been generous to this solidly-built metropolis of the beautiful State of Kentucky, but its keen-minded, progressive business men are responsible for its prosperity.

Great New Hydro-Electric Plant Now Under Construction

Unusually Low Rates for Hydro Power

The characteristics of the Ohio Falls power development are such that its output of energy must be utilized for industrial power, and to make possible exceedingly low rates to certain kinds of industries in which power is a dominant necessity.

The tremendous power of the mighty Ohio River will soon be put to work for the benefit of Louisville's present and future industries. One of the Nation's large hydro-electric plants is now more than half completed—a conspicuous example of co-operation between the Government and

commercially directed industry.

Here the Government is building a huge dam as part of the nine-foot channel de-

velopment of the Ohio River, and the Louis-ville Gas & Electric Company is finishing a 135,000 horsepower power station at the city's door.

Approximately 10 million dollars will represent the investment in this project, which will have a decisive effect in the advancement of inland navigation through the Ohio and Mississippi Rivers to the Gulf of Mexico.

Near Center of Population

Louisville's location near the center of population, its waterway, railroad and terminal transportation facilities, wealth of nearby raw materials, available factory sites,

splendid banking facilities, joined with low-priced hydro-electricity, natural gas and coal, make it emphatically "the premier industrial leasting of America". industrial location of America.

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An Experienced Bank For The Diversified Southeast

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And in the Southeast the First and Merchants Bank of Richmond stands out as the bank for you—its officers are rich with experience gained by years of contact with business of this section,—the bank itself is equipped with facilities for supplying any banking service required.

FIRST & MERCHANTS National Bank of Richmond

John M. Miller, Jr., President

Capital, Surplus and Unvided Profits \$6,300,000

1884

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MERCANTILE TRUST & DEPOSIT CO.

Resources \$21,000,000 A. H. S. POST, Pres. F. G. BOYCE, Jr., Vice-Pres

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is the motto of this Bank. Let us tell you about it.

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GWYNN CROWTHER, President

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EXCERPTS FROM THE

THIRTY-THIRD ANNUAL REPORT

SOUTHERN RAILWAY COMPANY

Year Ended December 31, 1926

Richmond, Va., March 12, 1927.

To the Stockholders of Southern Railway Company:

The Board of Directors submits the following report of the affairs of the Company for the year ended December 31, 1926:

FREIGHT TRAFFIC AT NEW PEAK

A record-breaking volume of freight was handled, the equivalent of moving more than nine thousand million tons a distance of one mile. This was an increase of 9.06% over the previous year. Although the average revenue unit de-clined (1.25c per ton per mile compared with 1.291c in 1925 and with 1.531c in 1921), by reason of an increased proportion of low-class tonnage, the increase in volume brought in gross earnings from freight traffic which were the largest in the Company's history: a total of \$112,772,537 compared with \$106,776,762 in 1925. The healthy diversification which for years has been a characteristic of the Southern's freight traffic statements, is shown by the statistics appearing in a table accompanying this report (table 23). Particular attention is once more invited to that table in order to correct an error in respect to railroading in the South, It will be noted that raw cotton constituted but 1.73% of the total tonnage in a year when the cotton crop was of unprecedented

PASSENGER TRAFFIC SLOWS DOWN

On the other hand passenger traffic slowed down. improvement noted in the annual report last year continued during the first seven months of 1926. Then began a comparative decline which continued through the remainder of the year. The passenger revenue for the period from January to July, inclusive, in 1926, was 3.51% in excess of the same period of 1925, while for the remaining five months of 1926 it was 8.47% below the same period of 1925. The striking and significant figures for the past three years are

as luiows.		
1926	1925	1924
Passenger Revenue from Through Traffic\$15,947,192	\$15,518,351	\$13,631,225
Passenger Revenue from Local Traffic 14,437.352	15,433,455	17,451,921
Totals\$30.384.544	\$30,951,806	\$31.083,146

The soft spot is not far to seek. The loss is in local travel which has turned to motor vehicles progressively as hard surface highways have been built by the states. From through or long distance travel the revenue in 1926 exceeded that of 1925 by \$428,841. But even here there was a decrease in comparative growth, for the increase from through passenger traffic in 1925 was \$1.887,126 over 1924. These last figures reflect a local condition, however: the turn of the tide in Florida travel incident to the crescent and decrescent phases of a conspicuous real estate boom which for a few months attained national significance and attracted speculative pilgrims from far and wide.

For the full year the volume of passenger traffic was the

For the full year the volume of passenger traffic was the equivalent of carrying 881 million passengers one mile compared with 902 million the year before, a decrease of 2.34%.

REVENUE FROM OTHER SOURCES INCREASES.

Larger demands upon the Company's facilities for carrying the mails and express parcels, switching and other miscellaneous services, resulted in a revenue from these combined sources of \$12,310,895 compared with \$11,585,323 in the preceding year, an increase of 6.26%.

TOTAL GROSS REVENUE EXCEEDS ANY PREVIOUS YEAR.

The total gross revenue derived from the operation of the

railroad amounted to \$155.467,976, an increase of 4.12% over the 1925 figure of \$149,313.892, and 1.73% above the previous record of \$152,817,410 reached in 1920.

OPERATING EXPENSES INCREASE PROPORTIONATELY

The increase of \$6,154,084 in gross revenue was accompanied by an increase of \$2,010,920 in the expense of conducting transportation. The percentage of gross revenue appropriated for this vital account in 1926 was, however, 33.36 compared with this vital account in 1926 was, however, 33.36 compared with 33.38 in 1925. Normally this ratio is of course expected to decline with an expansion of revenue. The spirited effort of the rank and file of the operating department to achieve a greater spread this year failed of realization for several reasons, among which may be mentioned the decline in passenger revenue without corresponding opportunity to reduce local passenger train mileage and the congested conditions prevailing in connection with Florida traffic during the early part of the year. Nevertheless, the transportation expense units continued to furnish evidence of advantage taken of the opportunity to reduce unit costs afforded by the large volume of traffic and the improved plant, e.g.: volume of traffic and the improved plant, e.g.:

The average weight of freight trains in 1926 increased 4.12% over 1925 and 7.07% over 1924.

The number of gross ton miles per freight train hour

increased 4.05% over 1925 and 8.09% over 1924.

The average number of cars per freight train increased 2.86% over 1925 and 7.01% over 1924.

The average freight car loading increased 3.57% over 1925 and 4.5% over 1924.

The average daily freight car mileage increased 9.7% over 1925 and 14.5% over 1924,

Loss and damage freight claims per thousand net ton miles decreased 4.77% under 1925 and 23.22% under 1924. The wage cost of freight train crews per thousand

gross ton miles was 4.67% under 1925 and 6.95% under Total freight train transportation expense per thou-

sand gross ton miles in 1926 was 62.69c compared with 65.29c in 1925, a decrease of 3.98%.

The appropriations for maintenance of the plant were made with a view to keeping it in prime condition for the proper handling of a heavy volume of traffic. For maintaining the roadbed and structures \$21,049,999 was expended in 1926 compared with \$20,437,950 in 1925. For maintaining rolling stock \$26,773,735 was expended in 1926 compared with \$25,702,134 in 1925.

A fairer estimate of the effort for efficiency can be made

A fairer estimate of the effort for efficiency can be made by considering the progress of several years. The compara-tive requirements of the several general heads of operating expenses during the last five years, expressed in the number of cents per dollar of gross revenue required to meet them, have been as follows:

	1926	1925	1924	1923	1922
Transportation of the traffic	33.36e	33.38c	35.13c	36.32c	39.50c
Maintaining roadbed and structures	13.54c	13.69c	13.73c	13.74e	13.46c
Maintaining rolling stock	17.22e	17.21c	17.91e	19.44c	17.07e
Traffic solicitation and supervision	1.99e	1.95c	1.90c	1.93c	1.93c
General expenses Operating dining cars	2.60e	2.60e	2.72e	2.59c	2.92c
and other incidental services	.67c	.70e	.67c	.69c	.74c
Totals	69 38c	69 53c	72.06c	74.710	75.690

EQUIPMENT RENTALS HIGHER.

There was an increase in the net charge against the Company for hire of equipment, this figure standing at \$808,830 in 1926 compared with \$151,464 in 1925. An explanation, but not an excuse, for this is in order. That explanation is found in special circumstances which may come in any year and which cannot be entirely overcome either by reasonable additions to owned equipment or by operating supervision. In 1926 the contributing causes were the congestion of Florida traffic during the early months of the year, the use of foreign cars for bituminous coal traffic moving outside of its normal channels as a result of the anthracite coal strike, and the unusually large movement of peaches and other fruit and vegetables in refrigerator cars, rental payments for use of which are reflected in the hire of equipment account.

TAXES CONTINUE TO CLIMB.

The tax bill for 1926 was \$10,351,100, an increase of \$909,-535, or 9.63%, over 1925. Being thus nearly the equivalent of the aggregate disbursement for dividends, this is a disturbing symptom. Federal and state income taxes accounted for \$3,894,035 of the total and for \$745,468 of the increase, while state and local property assessments accounted for \$6,457,065 of the total and for \$164,067 of the increase. The \$6,457,065 of the total and for \$164,067 of the increase. The tax collectors took 6.7c out of each dollar of gross revenue in 1926, compared with 6.3c in 1925, with 5.4c in 1924, with 4.6c in 1923, with 4.5c in 1922 and with 3.6c in 1921.

The steady tendency of increase of this fixed charge, over which management has no control, may fairly be said to be an element of danger in the financial outlook of the state

governments as well as of this Company. During the past few years of comparative prosperity the Company's revenues have been able to bear the burden and the government budget nave been able to bear the burden and the government budget maker has been alert to take advantage of his opportunity; but the public has now begun to realize that what is taken from a railroad for taxes in such years above a fair contribu-tion to the support of economical government is taken, not from the stockholder, but from the fund which would other-wise be available for, and in the case of the Southern would be invested in, additions and betterments to railroad property, of which the public would be the greatest beneficiary in greater safety and facility in the movement of commerce. But in the event of a severe business depression which (absit omen!) may be expected in the cycle of commercial activity indicated by experience tables, the time may come when an annual charge of ten millions a year may be actually embar-rassing even to the volume of revenues of a great railroad; and it may be fairly doubted whether the government budget maker will then be able to reef his sails as promptly as the managers of industry are trained to do. If he is not able to do. it is not improbable that government as well as railroad may be in straits.

INTEREST AND RENTAL CHARGES REMAIN STATIONARY.

In contrast with taxes, the fixed charges against the income which management can control have remained in substantial equilibrium. The total debit for rentals of leased railroads and for interest on bonds in 1926 amounted to \$17,-519,061, as compared with \$17.517,651 for the preceding year.

INCOME FROM INVESTMENTS INCREASES.

The Company's income from sources other than the operation of its railroad property, including dividends and interest on Government and corporate securities owned by it, and interest on bank balances, amounted to \$5,856,954 in 1926 increase of \$582,956, or 11%, over the like income in 1925. This was largely due to increases in dividend rates by several prosperous affiliated companies in which the Southern is a principal stockholder.

NET INCOME HIGHER.

The balance of the Company's income over fixed charges in 1926 amounted to \$23,596,722, equivalent to 17.16% on the common stock after providing for the dividend on the preferred stock, compared with \$22.579.172, equivalent, after preferred dividend, to 16.31% on the common stock, in the preceding year.

DIVIDEND DISBURSEMENTS INCREASE.

The preferred dividend of five per cent, and a dividend of seven per cent on the common stock, were paid in quarterly

installments, requiring \$11,400,000, an increase of \$2,400,000 over the preceding year, when the rate on the common stock was five per cent.

These disbursements have been acclaimed by the public as evidence of exuberant prosperity, justifying demands upon the Company for unprofitable investments. It is of interest, then, to note that in the thirty-three years of the Company's history (1894-1926) the preferred stockholders have received an average dividend of 2.95% per annum and the common stockholders a like average dividend of 0.48% per annum.

SURPLUS INCOME DEVOTED TO IMPROVEMENTS.

The year's income exceeded all disbursements by \$12,196,722, which was invested in additions and improvements to the Company's plant.

ADDITIONS TO THE PROPERTY.

The improvement program during the year took the form largely of adding to the capacity of the heavy traffic single track lines through the strengthening of structures and length-ening of passing tracks to permit the operation of heavier engines hauling longer trains, and the installation of auto-matic electric block signals and train control devices to expedite and protect the train movement.

The work of strengthening structures and lengthening passing tracks was carried on upon the lines from Macon, Ga. to Ooltewah (near Chattanooga), Tenn., Bristol, Va. to Ooltewah, Tenn., Memphis, Tenn. to Stevenson, Ala. (near Chattanooga), Richmond, Va. to Danville, Va., Selma, Ala. to Suggsville, Ala., and Winston-Salem, N. C. to Barber Junction, N. C., a total of 995 miles. The work of installing automatic electric block signals with train control devices was matic electric block signals, with train control devices, was carried on upon the lines from Salisbury, N. C. to Asheville, N. C. and from Macon, Ga. to Ooltewah, Tenn., a total of 366 miles. Improvements of this nature not only make it possible to render quicker and safer service but also tend to control the costs of operation.

A total of 320 miles of new 100-lb, rail was laid during

the year, replacing 85-lb. rail.

The new equipment referred to in the report for last year, consisting of sixty-one locomotives. 2750 freight car's and fifty passenger trains cars, were received from the builders and placed in service during the year.

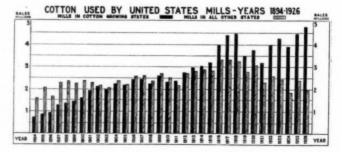
NEW PARTNERSHIP CAPITAL.

The offering of ten million dollars of new common stock to the stockholders for subscription at its par value of one hundred dollars per share to provide a part of the capital required for the improvement budget of 1927 met with a ready response from those entitled to the valuable subscription privilege.

INDUSTRIAL AND AGRICULTURAL DEVELOPMENT.

The South has completed another year of constructive material progress. Evidences in support of that claim are that three hundred and sixty-two new traffic producing industries were established on Southern Railway System lines and three hundred and forty additional industrial establishments were enlarged. These industries represent ninety-four different lines of manufacturing and distribution.

Perhaps the most conspicuous growth has been in the cotton textile industry. That growth in the cotton growing states since the organization of Southern Railway Company in 1894 is graphically shown by the following chart:



It was a year of abundant harvests in the South. lowing comparisons of production of certain staple agricultural commodities are compiled from reports for the states south of the Potomac and Ohio rivers and east of the Mississippi:

••		1926	1925	Increase
Cornbushels		453,110,000	373,449,000	21%
Wheat "		32,210,000	22,933,000	40%
Oats "		51,724,000	37,306,000	39%
Apples "		41,782,000	17,588,000	138%
Peaches "		18,535,000	14,030,000	32%
Sweet Potatoes "		49,670,000	36,533,000	36%
Haytons		6,784,000	4,672,000	45%
Tobaccopounds.	1	,109,968,000 1	,117,039,000	

These figures connote comparative prosperity for the general farmer and the fruit grower, but as much cannot be claimed for the cotton planter. The reports of his unprecedented crop were followed by a sharp decline in the market price of raw cotton, which severely reduced the planter's expected purchasing power. All business activity in the territory suffered temporarily from that condition.

With deep regret, the Board records the death on September 16, 1926, of their esteemed colleague, Robert Jemison, Sr.

To all officers and employees who have faithfully and efficiently performed their duties during the past year the thanks of the Board of Directors again are tendered.

Respectfully submitted, by order of the Board, FAIRFAX HARRISON, President.

Table 1.—INCOM	E STATEMENT.	
OPERATING REVENUES:		
Vastabt	1926.	1925. \$106,776.762.61 30,951,806.32 1,091,360.87 3,314.728.55
Freight Passenger Miscellaneous Passenger-Train. Mail	20 224 544 16	20 051 806 20
Passenger	1 182 793 76	1 091 360 87
Mail	3 392 662 24	3 314 728 55
Express	2,770,968.50	2,596,008.71
Other Transportation	1,485,793.52	1,353,662.60
Incidental	2,308,370,33	2,306,593.31
Joint Facility	970,300.12	922,968.95
TOTAL OPERATING REVENUES	\$155,467,975.76	\$149.313,891.92
OPERATING EXPENSES:		
Maintenance of Way and Struc-	\$21,049,999.00	\$20,437,949.53
Maintenance of Equipment	26,773,735.18	25.702.133.58
Traffic	3.094,112.16	$\substack{25,702.133.58\\2,907,511.17\\49,848,796.12}$
Transportation	51,859,715.44	49.848,796.12
Miscellaneous Operations	1.240.075.27	1,172,412.81
General	4.050,052.95	3,871,137.59
Credit	201,101.32	127,988.92
TOTAL OPERATING EXPENSES	\$107,866,588.68	\$103,811.951.88
NET REVENUE FROM OPERATIONS	\$47,601,387.08	\$45,501,940.04
TAXES	\$10,351,100.41	\$9,441,564.98
UNCOLLECTIBLE REVENUES	43,790.95	48,679.39
	808,829.87	151,464.37
JOINT FACILITY RENTS	868,882.81	774,209.90
TOTAL OTHER EXPENSES	\$12,072,604.04	\$10,415,918.64
OPERATING INCOME	\$35,528,783.04	\$35,086,021.40
NON-OPERATING INCOME:		
Income from Lease of Road	\$69.853.74	\$64,607.74
Miscellaneous Rent Income Miscellaneous Non - Operating	283,284.15	279,311.55
Physical Property	130,623.68	157,691,21
Dividend Income	2,704,441.92	$\substack{157,691.21\\2.143,277.00}$
Income from Funded Securities. Income from Unfunded Securi-	1,843,423,40	1,846,102.01
ties and Accounts	805,247.64	776.281.92
Miscellaneous Income	20,079.10	6,726.68
TOTAL NON-OPERATING INCOME	\$5,856,953.63	\$5,273,998.11
TOTAL GROSS INCOME	\$41.385,736.67	\$40,360,019.51
DEDUCTIONS FROM TOTAL GROSS INCOME:		
Rent for Leased Roads	\$2,829,869,61	\$2,786,202.77
Miscellaneous Rents	31.638.35	31,314.22
Interest on Unfunded Debt	75,285.41	41,936.42
Miscellaneous Income Charges	163,030,22	189,946,16
TOTAL DEDUCTIONS OF THIS CLASS	\$3.099.823.59	\$3,049,399.57
TOTAL AVAILABLE INCOME	\$38,285,913.08	\$37,310.619.94
INTEREST ON FUNDED DEBT	\$12,728,630.01	\$12,740,852.22
INTEREST ON EQUIPMENT OBLIGA-	1.734.553.08	1.764.587.59
	2110000000000	-11.0-1004.00

226,008.00	226,008.00	Dividend on Southern Railway— Mobile and Ohio Stock Trust Certificates
\$14,731,447.81	\$14.689.191.09	TOTAL DEDUCTIONS OF THIS CLASS
\$22,579,172.13	\$23,596,721.99	BALANCE OF INCOME OVER CHARGES
3,000,000.00	3,000,000.00	RESERVE FOR DIVIDENDS ON PRE- FERRED STOCK
\$19,579,172.13	\$20,596,721.99	BALANCE CARRIED TO CREDIT OF PROFIT AND LOSS
	T AND LOSS.	Table 2.—PROFI
. \$85,328,655.14		Credit Balance December 31, 1925.
. 20,596,721.99	Year	Credit Balance of Income for the
\$105,925,377.13		Deduct:
9,134,918.03	\$8,400,000.00 298,149.77 436,768.26	Dividend of 7% on Common Stock
\$96,790,459.10		Credit Balance December 31, 1926.

Net Miscellaneous Debits	436,768.26	9,134,918.03
Credit Balance December 31, 1926.		
TABLE 3.—GENERAL	BALANCE SH	EET.
ASSE	TS.	
INVESTMENTS:	DEC. 31, 1926.	DEC. 31, 1925.
Investment in Road Investment in Equipment	\$385,633,116.58 134,893,740.30	\$377,375,960.10 125,138,853.56
Total Investment in Road and Equipment	\$520,526,856.88	\$502,514,813.66
Construction Fund derived from cash paid on Common Stock subscriptions Proceeds from sale of Mortgaged Property, held by Trustees for Reinvestment	\$9,088,980.60 \$1,338,699.50	\$886,622,45
Reinvestment Miscellaneous Physical Property Investments in Affiliated Com- PANIES:	\$1,003,159.12	\$1,035,873.93
Stocks Bonds Notes Advances	$\$34,824,618.89 \ 23.015,148.16 \ 3.955,394.29 \ 2.443,427.35$	\$34,910,550.73 $24,033,970.19$ $3,981,117.94$ $2,605,057.55$
Total Investments in Affiliated Companies	\$64,238,588.69	\$65,530,696.41
OTHER INVESTMENTS: Stocks Bonds Notes	\$59,958.00 2,378,308.21 14,448.68	\$93,809.00 2,378,309.21 14,448.68
Total Other Investments	\$2,452,714.89	\$2,486,566.89
Total Investments	\$598,648,999.68	\$572,454,573.34
CURRENT ASSETS:		
Cash United States Government Se-	\$13,809,033.51	\$15,953,169.28
curities Special Deposits. Loans and Bills Receivable Traffic and Car Service Balances	$\substack{24,226,250.34\\2,880,543.55\\19,391.89}$	$\substack{22,262,617.21\\2,840,286.05\\21,210.05}$
Receivable	2,149,103.30	1,789,502.06
Miscellaneous Accounts Receiv-	34,000.05	26,947.30
able Material and Supplies (Table II) Interest and Dividends Receiv-	$\substack{4,736,957.03 \\ 11,649,347.37}$	$\substack{4,966,425.00\\10,771,543.01}$
other Current Assets	1,263,971.32 $174,450.14$	892,545.69 215,258.22
Total Current Assets	\$60,943,048.50	\$59,739,503.87
DEFERRED ASSETS: Working Fund Advances	\$43,874.70	\$57,220.79
Cash and Securities in Insurance Fund Cash Deposited under North	$2,\!484,\!728.39$	1,377,239.98
Carolina Railroad Lease Other Deferred Assets	$\frac{175,090.00}{293,845.92}$	$\begin{array}{c} 175,000.00 \\ 433,580.51 \end{array}$
Total Deferred Assets	\$2,997,449.01	\$2,043,041.28
UNADJUSTED DEBITS:		
Insurance Premiums and Rents paid in Advance Additions and Betterments Ex- penditures: Freight Claims; Foreign Mileage and Sundry Items in Suspense	\$19,085.75	\$22,973.88
Items in Suspense	3,532,334.86	4,118,082.86
Total Unadjusted Debits	\$3,551,420.61	\$4,141,056.74
Securities of the Company held by it: Unpledged: 1926. 1925. \$37,741,200.00 \$37,741,200.00		
GRAND TOTALS	\$66,140,917.80	\$638,378,175.23

Table 3.—GENERAL		ET.	Other Products of Agriculture	92,995	87.404	.19	.19
		DEC. 31, 1925.	TOTAL PRODUCTS OF AGRICULTURE		4,370,568	9.72	9.60
CAPITAL STOCK:	\$120,000,000.00	\$120,000,000.00					===
Receipts Outstanding for Com- mon Stock Subscriptions Paid in	9,138,300.00	60,000,000.00	PRODUCTS OF ANIMALS: Horses and Mules Cattle and Calves Sheep and Goats	$\begin{array}{c} 31,851 \\ 92,901 \\ 5,859 \\ 26,587 \end{array}$	$\begin{array}{c} 45,960 \\ 97,391 \\ 6,344 \\ 27,804 \end{array}$.01	.10 .21 .01
Total Southern Railway Com- pany Stock	\$189,138,300.00	\$180,000,000.00	Fresh MeatsOther Packing House	51,865	44,620	.06	.10
Southern Ry. Mobile and Ohio Stock Trust Certificates	\$5,650,200.00	\$5,650,200.00	Products Poultry Eggs Butter and Cheese	98,495 18,842 25,405 11,302 1,038	$\begin{array}{c} 91,441 \\ 17.845 \\ 23,747 \\ 9,496 \\ 1,204 \end{array}$.20 .04 .05 .02	.20 .04 .05 .02
LONG TERM DEBT: Funded Debt (Table 4)	\$259.213.500.00	\$259.213.500.00	Wool Hides and Leather Other Products of Ani-	78,490	76,416	.16	.18
Equipment Trust Obligations (Table 5)		32,882,000.00	mals	36,144	35,777	.08	.08
Total Long Term Debt	\$295,354,300.00	\$292,095,500.00	TOTAL PRODUCTS OF ANIMALS	478,779	478,045	.99	1.05
Total Capital Liabilitles	\$490,142,800.00	\$477,745,700.00	PRODUCTS OF MINES:				
GOVERNMENTAL GRANTS: Grants since July 1, 1914, in aid of Construction		\$480,839.34	Anthracite Coal Bituminous Coal Coke Iron Ore Other Ores and Concen-	$\substack{27,966\\14,433,339\\536,770\\130,136}$	$\substack{\substack{20,517\\13,126,801\\827,746\\152,110}}$	$30.00 \\ 1,11 \\ .27$.05 28.85 1.82 .33
CURRENT LIABILITIES:		7	Base Bullion and Matte	$115{,}735\\224$	136,737 281	.24	.30
Traffic and Car Service Balances Payable	\$1,396,518.74	\$1,957,181.36	Clay, Gravel, Sand, and Stone Crude Petroleum	5,560,926 $29,456$	4,652,398 $20,355$	11.55 .06	10.22 .04
Audited Accounts and Wages Payable	13,871,895.73 1,638,933.83	$\substack{12,162,064.60\\1,558,369.71}$	Asphaltum	115,139 89,497	108,997 87,345	.24	.24 .19
Interest Matured, including interest due January 1st Dividends Matured Unpaid Funded Debt Matured Unpaid		2,812,861.50 $3,520.75$ $24,253.80$	Other Products of Mines. TOTAL PRODUCTS OF MINES	245,052	19,451,847	44.21	42.74
Unmatured Dividends Accrued on Southern RyMobile and Ohio							
Stock Trust Certificates Unmatured Interest Accrued Unmatured Rents Accrued	$\begin{array}{c} 56,502.00 \\ 2,334,266.97 \\ 214,875.00 \end{array}$	56,502.00 $2,330,248.50$ $214,875.00$	PRODUCTS OF FORESTS: Logs, Posts, Poles, and				
Expenses Accrued not vouchered Other Current Liabilities	$\substack{1,507,036.65\\490,033.25}$	1,775,891.04 $1,458,105.83$	Cord Wood	1,376,878 523,213	1,281,251 376,416	2.86 1.09	2.82
Total Current Liabilities	\$24,390,955.72	\$24,353,874.09	Pulp Wood Lumber, Timber, Box Shooks, Staves, and	614,308	710,634	1.28	1.56
DIVIDEND RESERVES	\$5,100,000.00	\$5,100,000.00	Headings Other Products of Forests	4,943,441 228,838	5,091,427 185,598	10.27 .47	11.18 .41
DEFERRED LIABILITIES: Sundry Deferred Liabilities	\$3,536,157.61	\$3,161,006.10	TOTAL PRODUCTS OF FORESTS	7,686,678	7,645,326	15.97	16.80
UNADJUSTED CREDITS:			MANUFACTURES AND MISCELLANEOUS:				
Taxes	$\$4,621,014.79 \\ 2,484,728.39$	$\$3.829.611.59 \\ 1.777.239.98$	Refined Petroleum and its	1.307.815	1.237.395	0.70	0.50
Operating Reserves Depreciation accrued on:	1,924,443.05 28,968,987.11	1,513,425.37 27,144,013.23	Products Vegetable Oils Sugar, Syrup, Glucose,	161,901	133,249	2.72 .34	$\frac{2.72}{.29}$
Equipment Owned Equipment Leased from Other Companies	439,281.85	478,940.24	and Molasses Boats and Vessel Supplies Iron, Pig and Bloom	$\begin{array}{r} 264,312 \\ 556 \\ 405,390 \end{array}$	229,078 756 393,919	.55	.50
Rail Leased to Other Companies	$\substack{144,918.78\\4,126,089.62}$	155,568.54 4,333,299.19	Rails and Fastenings Bar and Sheet Iron, Struc-	124,361	133,341	.26	.87 .29
Total Unadjusted Credits	\$42,709,463.59	\$39,232,098.14	tural Iron and Iron Pipe Other Metals, Pig, Bar,	711,368	659,522	1.48	1.45
			Castings, Machinery and	56,874 173,302	58,775	.12	.13
CORPORATE SURPLUS: Special Appropriations for Additions to Property since June 30, 1907	\$3,048,319.71 96,790,459.10	\$2,976,002.42 85,328,655.14	Boilers Cement Brick and Artificial Stone Lime and Plaster Sewer Pipe and Drain Tile Agricultural Implements	1,122,882 1,408,783 364,237 173,925	184,271 998,780 1,300,346 351,967 159,078	.36 2.33 2.93 .76 .36	2.19 2.86 .77 .35
GRAND TOTALS	\$666,140,917.80	\$638,378,175.23	and Vehicles other than Automobiles	166,279	138,013	.35	.30
			Household Goods and Sec-	178,173	227,974	.37	.50
Table 23.—CLASSIFICATION	N OF TONNAGE		Furniture (New)	14,096 $178,277$	16,203 159,339	.03	.04
REVENUE FREIGHT ONLY.	Tons. 26. 1925.	PER CENT OF TOTAL TONNAGE. 1926. 1925.	Beverages Ice Fertilizers, (all kinds)	$ \begin{array}{r} 17,780 \\ 68,664 \\ 1,156,492 \end{array} $	21,248 93,082 1,336,153	$04 \\ .14 \\ 2.40$	$\begin{array}{c} .05 \\ .20 \\ 2.94 \end{array}$
PRODUCTS OF AGRICULTURE:	•		Paper, Printed Matter, and Books	$\substack{64,171 \\ 293,035}$	58,737 263,643	.13 .61	.13
Corn 220	,510 445,164 ,439 193,483	.88 .98 .46 .43	Canned Goods (all Canned	208,671	198,520	.43	.58 .44
Other Grain	$\begin{pmatrix} 0.076 & 202,384 \\ 0.291 & 28,252 \\ 0.029 & 410,890 \end{pmatrix}$	$\begin{array}{ccc} .34 & .44 \\ .06 & .06 \\ .83 & .90 \end{array}$	Food Products) Other Manufactures and Miscellaneous	97,381 2,668,273	98,357 2,481,257	.20 5.54	.22 5.45
Other Mill Products 427 Hay, Straw and Alfalfa. 272 Tobacco 272	,579 461,539 ,703 252,894 ,298 286,384	.89 1.01 .57 .56 .57 .63	TOTAL MANUFACTURES AND MISCELLANEOUS.		10,933,003	23.66	
Cotton Seed and Prod-	,452 744,859 ,152 584,307	1.73 1.63 1.50 1.28	Grand Total. Carload		10,933,003	23.00	24.03
Other Fresh Fruits 440	,293 116,618 ,767 325,669	.26 $.26$ $.72$	Traffic	45,517,542	42,878,789	94.55	94.22
Potatoes 107	,537 86,781 ,552 103,956	.22 .19 .22 .23	than Carload Freight GRAND TOTALS	2,624,899	2,631,062	100.00	5.78
tables 43	,174 39,984	. 09 .09	ATTACHED		10,000,001		

SOUTHERN PACIFIC COMPANY

REPORT OF THE BOARD OF DIRECTORS

New York, N. Y., March 31, 1927.

TO THE STOCKHOLDERS OF THE SOUTHERN PACIFIC COMPANY:

Your Board of Directors submits this report of the operations and affairs of the Southern Pacific Lines and Affiliated Companies for the fiscal year ended December 31, 1926.

INCOME ACCOUNT.

The following statements of income and of surplus show the income for the year and the accumulated surplus to the close of the year, according to Southern Pacific Company stock from the Transportation System and from all separately operated Solely Controlled Affiliated Companies, combined:

NET INCOME OF THE SOUTHERN PACIFIC LINES AND SOLELY CONTROLLED APPILLATED COMPANIES, COMBINED, FOR THE YEAR 1926, COMPARED WITH

	1	Year Ended December 31, 1926	+Increase -Decrease	Per Cent
1. 2.	Net income of Transportation System Net income of Affiliated Companies	*\$38,791,373.50 *3,243,291.25	+\$3,133,963.25 +984,384.58	8.79 43.58
3.	Net income of Transportation Sys- tem and of all separately ope- rated Solely Controlled Affiliated Companies, combined		+\$4,118,347.83	10.86
4.	Per cent earned on average amount of capital stock of Southern Pacific Company outstanding during the year:			
	(a) From operations of Trans- portation System	10.42	+.85	8.88
	(b) From operations of Affiliated Companies	.87	+.26	42.62
	(e) Total	11.29	+1.11	10.90

*Excludes all inter-company dividends.

SURPLUS OF THE SOUTHERN PACIFIC LINES AND SOLELY CONTROLLED AFFILIATED

	COMPANIES, COMBINED, TO DECEM	RREH 91, 192	0.
		Debit	Credit
1. 2.	Total corporate surplus at December 31, 1925 Corporate surplus (or deficit), at date of acquisition, of companies taken over during year: Dayton-Goose Creek Railway Company	*******	\$\$441,499,804.94
	(Surplus) Holton Inter-Urban Rallway Company (Defici)	\$136,792.06	434,522.20
3.	Credit balance transferred from income: Transportation System\$37,173,181.11 Affiliated Companies 3,214,861.25		40,388,042.36
4.	Dividends paid: On capital stock of Southern		

Total Southern Pacific
Company\$22,342,854.32
n capital stocks of Transportation System Companies
held by the public..... 150.00

150.00 22,343,004.32

 Miscellaneous adjustments during the year...
 Credit balance December 31, 1926............467,111,211.59 7,268,638.47 \$489,591,007.97 \$489,591,007.97

\$489,591,007.97 \$489,591,007.97 Tincludes adjustment on books of Southern Pacific Railroad Company of Mexico, count cancellation of interest due to Southern Pacific Company, such interest being part of the unearned inter-company interest to be cancelled, as explained on page 7 last year's report, the cancellation of which was held in abeyance pending settlement certain tax matters with the Mexican Government.

INCOME ACCOUNT OF SOUTHERN PACIFIC LINES.

The income account of the Transportation System (Southern Pacific Company and Transportation System Companies, combined, excluding offsetting accounts and intercompany dividends) for the year 1926, compared with the year 1925, was as follows, viz.

VIZ:		Year Ended December 31, 1926	+Increase Decrease	Per
	Operating the control of the control			
2.	Railway operating expenses	\$298,800,998.06 215,595,480.27	+\$5,726,444.59 13,837.92	
3.	Net revenue from railway operations	\$83,205,517.79 21,476,810,65	+\$5,740,282.51 +201,528.63	7.41
4.	Railway tax accruals Uncollectible railway revenues		-14.526.43	15.23
8.	Equipment rents—Net		-127,624,64	
₹.	Joint facility rents-Net		+197,946.40	
8.	Net railway operating income	\$55,796,717.77	+\$5,482,958.55	10.90
	Non-operating Income			
9.	Income from lease of road	\$95,316.15	+\$13,462.71	16.45
10.	Miscellaneous rent income		+31,153.34	2.09
11.	Miscellaneous non-operating physical	260,960.70	-53.503.12	17.01
12.	Dividend income	12,995,796,22	+214.819.56	7.72
13.	Income from funded securities—Bonds		1 82 1,010.00	
	and notes	3,121,177.95	54,388.30	1.71
14.	Income from funded securities—Investment advances	70,197.02	-532,148.80	88.35
15.	Income from unfunded securities and accounts	2.273.963.86	-91,965.80	3.89
16.	Income from sinking and other re-			
	serve funds	993,577.03	+45,839.07	4.84
17.	Miscellaneous income	571,197.57	+34,310.81	6.39
18.	Total non-operating income	\$11,907,022.64	-\$392,420.53	3.19
19.	Gross income	\$67,703,740441	+\$5,090,538.02	8.13
	Deductions from Gross Income			
20.	Rent for leased roads	\$242,104.19	+\$14,224.50	6.24
21.	Miscellaneous rents	774,198.04	+13.206.42	1.74
22.	Miscellaneous tax accruals	178,731.98	-27,968.13	13.53
23	Interest on funded debt-Bonds and	27,034,924.61	+1,699,067.90	6.71
24.	Interest on funded debt-Non-nego-	21,001,001.01	. 2,000,001.00	-114
ed.	tiable debt to affiliated companies	662.53	-2.815.73	80.95
25.	Interest on unfunded debt	228,623.78	+16,282.84	7.67
26.	Amortization of discount on funded debt	64.211.33	+34.012.73	112.63

27. 28.	Maintenance of investment organization Miscellaneous income charges	92,413.45 296,497.00	+53,532,98 +157,031.26	137.69 112.59
29.	Total deductions from gross income	\$28,912,366.91	+\$1,956,574.77	7.26
30.	Net income	\$38,791,373.50	+\$3,133,963.25	8.79
	Disposition of Net Income			-
31.	Income applied to sinking and other reserve funds Income appropriated for investment in	\$1,413,350.86	+\$180,574.46	14.65
	physical property	204,841.53	+78,172.78	61.71
33.	Total appropriations	\$1,618,192.39	+\$258,747.24	19.03
34.	Income balance transferred to credit of profit and loss	\$37,173,181.11	+\$2,875,216.01	8.38
	-			(Malliman step)

†Excludes all inter-company dividends.

The causes of the principal increases and decreases in non-operating income and in deductions from gross income are explained below, viz:

NON-OPERATING INCOME.

The increase in the account Dividend Income, is due, principally, to an increase of \$169,632 in the dividends received on Pacific Oil Company stock, and to a dividend of a like amount, or two dollars per share, on \$4,816 shares of Standard Oil Company of California stock, the said stock having been received as a partial liquidating dividend on the Pacific Oil shares owned by your Company. The decrease of \$532,148.30 in the account Income from Funded Securities—Investment Advances, was caused by the inclusion in that account last year, of interest on investment advances, which was collected last year, but which accrued prior to January 1 of last year.

DEDUCTIONS FROM GROSS INCOME.

DEDUCTIONS FROM GROSS INCOME.

The increase of \$1,699,967.90 in the account Interest on Funded Debt—Bonds and Notes, is made up, principally, as follows: Of \$1,492,915, representing the difference between a full year's interest this year and the amount of interest accruing in 1925 on the \$40,000,000 of Central Pacific Railway Company Thirty-five Year Five Per Cent, Guaranteed Gold Bonds, and the \$10,491,000 of Southern Pacific Equipment Trust Certificates—Series H, issued last year; and of \$148,418 representing interest accruing this year on \$5,654,000 of Southern Pacific Equipment Trust Certificates—Series I, issued this year; and of \$148,418 representing interest accruing this year on \$5,654,000 of Southern Pacific Equipment Trust Certificates—Series I, issued this year, and the portion applicable to, and taken into the accounts, last year, of discount on the \$40,000,000 of Central Pacific Railway Company Thirty-five Year Five Per Cent. Guaranteed Gold Bonds, issued last year.

The increase of \$53,532,98 in the account Maintenance of Investment Organization, is due, principally, to expenses incurred in prior years but paid during the current year, in connection with the Oregon & California Railroad land grani controversy.

The increase of \$157,031,26 in the account Miscellaneous Income Charges, is due to principally.

The increase of \$157.031.26 in the account Miscellaneous Income Charges, is due, principally, to an increase in this Company's proportion of the annual charge for amortization of investment in Associated Pipe Line, the said charge being apportioned among the three owning companies (Associated Oil Company, Standard Oil Company of California, and Southern Pacific Company) on basis of use of the

The dividends paid for 1926 were appropriated from the profit and loss surplus and, therefore, do not appear in the income account. Payments for 1926 compare with those for 1925 as follows:

ii those for 1525 as follows.	1926	1925	Decrease
On stock of Southern Pacific Co. On stock of Transportation Sys-	\$22,342,854.32	\$22,342,854.32	
tem Companies held by the public	150.00	266,795.00	\$266,645.00
Total	\$22,343,004.32	\$22,609,649,32	\$266,645.00

As will be seen, the decrease of \$266.645.00 is due to a decrease in the dividends paid on stocks of Transportation System Companies held by the public. Of this amount, the sum of \$266.699.00 represents dividends paid last year on the 24.219 shares of Houston & Texas Central R. R. Co. stock held by minority interests, which stock, as was explained on page 21 of last year's report, was purchased by your Company on January 29, 1926.

TRANSPORTATION OPERATIONS—SOUTHERN PACIFIC LINES

The following table shows the Net Railway Operating Income and Traffic Statistics of the Transportation System for the year 1926 compared with those for the year 1925:

year	1020,	Year Ended December 31, 1920	+Increase —Decrease	Per Cent
1.	Average miles of road operated	. 13,279.69	+101.00	.77
N.	ET RAILWAY OPERATING INCOME Railway Operating Revenues	0		
2. 3. 4. 5. 6. 7.	Freight Passenger Mail and express All other transportation. Incidental Joint facility—Credit Joint facility—debit	55,262,330.25 11,434,005.02 9,055,584.55 7,383,698.56 418,677.65	+\$3,605,379,96 1,029,916,32 +287,017,45 +980,163,72 +546,842,91 +157,341.06 847,584.50	1.69 1.83 2.57 12.14 8.00 60.21 159.48
9.	Total railway operating revenues.	\$298,800,998.06	+\$3,699,244.28	1.25
10. 11.	Railway Operating Expenses Maintenance of way and structures. Maintenance of equipment	\$42,464,362.35 50,637,575.96	+\$1,785,482.02 +857,451.67	4.39 1.72
12. 13. 14. 15. 16. 17.	Total maintenance Traffic Transportation Miscellaneous operations Gameral Transportation for investment—Credit	6,359,577.56 102,132,949.91 4,997,186.30 10,788,766.74	+\$2,642,933.69 +677,298.34 5,714,768.95 +290,824.04 +181,969.28 244,345.71	2.92 11.92 5.30 6.18 1.72 15.86
18.	Total railway operating expenses.	215,595,480.27	-\$2,166,089.31	.99
19.	Net revenue from railway operations.	\$83,205,517.79	+\$5,835,333.59	7.58

26		\$21,476,810.65 80,823.05	+\$136,412.86 	
223	. Equipment rents-Net	\$61.647.884.09 5,636,727.42 214,438.90	+\$5,744,430.69 210,524.91 +201,612.91	10.28
25	Net railway operating income		+\$5,753,342.69	11.50
	TRAFFIC STATISTICS (Steam Rail Lines) Freight Traffic	•		
26228	Tons carried—revenue freight. Ton-miles—revenue freight Loaded cars per train. Net tons per train—all freight Hevenue per ton-mile—revenue freight	59,156,625 14,724,692,862 27,92 628,97	+209,286 1,295,039 +58,525,326 +,45 +2,16 +,015 cents +6.30	2.14 .40 1.64 .34 1.08
	Passenger Traffic			
3 3 4 3 5 3 6	Passengers carried—revenue Passenger-miles—revenue	26,810,563 14,284,559 1,837,935,341	$\begin{array}{r}149.187 \\226,966 \\26,196,577 \end{array}$	1.56 1.41
37	Passenger revenue per passenger-mile	2.866 cents	017 cents	.40
	passengers	128.67	+.21	.16
	*For the number of comparison, the 1	995 figures in the	shove statement	include

ror the purpose of comparison, the 1925 figures in the above statement include the operations, for the entire year 1925, of the San Antonio & Aransas Pass, taken into the System May 1, 1925; while the 1925 figures used in determining the increases and decreases shown in the income account of the Southern Pacific Lines represent the operations of the lines actually included in the System in 1925, during the period while so included.

The following tabulation gives the transportation operations for the years 1922, 1923, 1924, 1925, and 1926, compared with the year 1917, the last year prior to Federal control, and with 1921, the first complete year subsequent to Federal control, the figures being given in round thousand dollars:

0	1926	1925	1924	1923	1922	1921	1917
Operating							
revenues	8298,801	\$295,102	\$291,727	\$287,200	\$262,519	\$269,494	8193,971
Per cent of			200 40	240.00			
1917	154.04	153.14	150.40	148.07	135.34		000000
Per cent of							
1921	110.87	109.50	108.25	106,57	97.41		
Operating					****		****
expenses	\$210,090	\$217,762	\$214.812	\$207,167	\$193,664	\$212,572	\$120,601
Per cent of		100 50		101.00	200 70		
1917	178.77	180.56	178.12	171.78	160.58	* * * * * *	*****
. Per cent of				0.00	03.00		
1921	101.42	102.44	101.05	97.46	91.11		****
Operating				80.10		80.00	00.15
ratio	72.15	73.79	73.63	72.13	73.77	78.88	62.17
Net revenue							
from railway		000 040	0 7 0 0 1 5	800 000	868,855	856,922	873,370
operations	883,200	971,340	876,915	\$80,038	\$98.800	290,932	910.010
Per cent of	Y20 41	107.41	104.83	109.09	93.85		
1917	113.41	105.41	104.55	100.00	93.83		*****
Per cent of	146.18	135.87	135, 12	140.61	120.96		
1921	140.18	100.81	133.13	140.01	120.00		
Railway tax			\$20,909	800 207	010 0"0	015 500	\$13,792
accruals	\$21,477	\$21,340	236,563	\$20,365	\$18,859	\$15,539	\$13.792
Per cent of	300 00	104.00	121 00	3 48 00	100 04		
1917	155.73	154.73	151.60	147.66	136.74		
Per cent of		100.00	204 24	101.00			
1921	138.21	137.33	134.56	131.06	121.37		
Net railway							
operating		# 5 A A 4 2	650 IFE			*** 01*	844 050
income	\$55,797	\$50,043	850,475	\$51,228	816.223	\$35,917	\$62.253
Per cent of	00.00	80.39	03.00	00.11	84.07		
1917	89.63	80.39	81.08	87.11	74.25		
Per cent of	955 00	100 01	3 40 40	170 00	100 =0		
1921	155.22	139.21	140.42	190.89	128.59		
Craffic units	No.	-				terrestron account	Account to the same
(ton-miles pl	110						
three times	14.5						
passenger							
miles) - mil-							
lions	22,679	22,584	21,929	91.044	18.012	17.451	20.877
Per cent of	m= : 9 t 27	00.004	41.028	22,044	10.013	11,401	24.911
1917	168.63	108.18	105.04	100.80	86.28		
Per cent of	\$ 110.00	100.10	100.04	100.80	00.28		
1921	129.96	129.41	125.66	120.59	103.21		
1001	100.00	2 10 17 - 2 2	2 0.0	140,00	100.21	*****	*****

As has been stated in reports for pervious years, the Transportation Act of 1920 provides that the railways shall receive a fair return upon the aggregate value of railway property held for and used in the service of transportation, such fair return being 5% per cent, as last fixed by the Interstate Commerce Commission under authority of the Act. Notwithstanding the movement reconvolume of traffic and the marked gain in efficiency of operation, the existing rate structure, during each year since enactment of the Transportation Act, has failed to give your Company the fair return contemplated by the Act. The relationship of net railway operating income to the book value of road and equipment of the lines constituting your Transportation System, has been as follows:

	A	V	6	re	i i	26	9	1	re	9	u	r	n		fe	1		6	;	3	ie	a	r	9														 				4.	03	3 0	%
1926		A.	٠		0 1			. ,				a	a							.0	0		٠			٠	۰			۰	9		0		0	0			٠	4		3.	98	5 5	6
1925			0									0					0	٠	0	0	9 -				٠		0								b	0					 	3.	77	ľ	16
1924																																													
1923																																													
1922													٠	٥				0	0		0						0		 . ,			۰		 		۰						4.	29	90	ň
1921			0									-								٠		٠				0	0		 												 	3.	36	50	q

gether with reports of the increased crop in other parts of the United States, caused a marked decline in the price of cotton, resulting in a general business depression in the territory served by the Texas and Louisiana Lines. There was also a large decrease in the volume of mineral oil moved, caused by pipe line competition and by a decline in the production of fields tributary to our lines. These conditions resulted in a decrease of approximately 344,000,000 ton-miles, or 8.4 per cent., ir the volume of traffic moved.

resulted in a decrease of approximately 344,000,000 ton-miles, or 8.4 per cent., ir the volume of traffic moved.

While the low price of cotton in Louisiana and Texas is disquieting, yet, because of the delayed movement of last season's enormous yield, the constructive manner in which the cotton situation is being met by crop diversification programs, and the progressive spirit of the territory, it is thought that the business of these lines for 1927, in the aggregate, should at least equal that of 1926.

Passenger revenue decreased \$1,029,916. On the Pacific Lines, a decrease of \$353,905 was due, orincipally, to the increasing use of automobiles (both commercial and private), and to a decrease in summer excursion travel and in travel to and from conventions on the Pacific Coast, all of which more than offset an increase of \$599,000, resulting from an increase in fares on the San Francisco Ferry and East Bay Electric Lines, effective in January, 1926, and from a 5 per cent. increase in eastbound and westbound summer excursion fares, effective in May, 1926. On the Texas and Louislana Lines, a decrease of \$223,614 was the result, mainly, of an increase in automobile competition.

All Other Transportation revenue increased \$980,164, due, principally, to an

result, mainly, of an increase in automobile competition.

All Other Transportation revenue increased \$980.164, due, principally, to an increase in automobile ferry traffic at San Francisco, and to increased switching and Pullman earnings.

Maintenance of Way and Structures increased \$1.785.482, or 4.39 per cent. the result of increased renewals of rails and fastenings, ties, and ballast, due to requirements of upkeep programs, and to the necessity for bringing certain portions of your lines up to main-line standard, to fit them for use as a part of through traffic routes established through construction of new lines. The following table gives the principal items of material used in repairs and renewals during the past five years:

MATERIAL USED IN REPAIRS AND RENEWALS

	1926	1925	1924	1923	1922
New steel rail, track miles	510.14	349.09	403.32	458.12	287.21
Ties, number	4,832,239	4,767,408	3.973.715	3.971,158	4.024.967
Ties, number per mile	248	252	222	245	251
Tie-plates, number	7,516,596	6,162,239	5,485,332	5,390,530	4,084.974
Piling, lineal feet	489,580	883,017	766,208	825,745	608,467
Lumber, feet b. m.	27.528.359	37.661.011	32,023,097	26,463,926	27.842.532

Maintenance of Equipment increased \$857,452, or 1.72 per cent., due, principally, to increased repairs of freight and passenger cars.

Traffic Expenses increased \$677,298, or 11.92 per cent., due, principally, to expenditures for outside agencies and for advertising, to obtain our share of competitive traffic.

Transportation Expenses decreased \$5,714.769, or 5.30 per cent. This was due, mainly, to a decrease in the cost of fuel for locomotives, resulting partly from lower prices of fuel and partly from a saving in fuel consumption. While there was an increase of 58,525,326 ton-miles in the volume of traffic handled, an increase in the train load enabled us to handle this increased traffic with approximately the same number of train-miles as last year.

The constant campaign carried on for years to reduce fuel consumption in locemotives, has been reflected by a gradual but large reduction in the amount of fuel used in proportion to the ton-miles of traffic moved. The reduction in pounds of fuel used per 1000 gross ton-miles in 1926, under 1925, amounted to 10.92 per cent. In passenger service, and 3.53 per cent, in freight service. The value of the economy realized in 1926 compared with 1925, amounted to \$1.156,775, and in 1926 compared with 1913, to \$11.038,315. The following table shows results obtained in fuel economy in 1926, compared with the preceding two years, and with the year 1913:

Locomotive Fuel	CHI 2021				Co	mparison of	1926
Performance	1926	1925	1924	1913	1925	1924	1913
Pounds Fuel per 1000 Gross Ton Miles: Passenger Service Freight Service	126.35 124.67	141.84 129.23	149.30 132.11			15.37 % 5.63 %	
Value of Fuel Saved in 1926 over 1925 1926 over 1924 1926 over 1913						1	,156,775 ,793,388 ,038,315

Miscellaneous Operations increased \$290.824, or 6.18 per cent.. due. principally, to increased dining car service; and to expense of operating Sunset Grain Elevator at Galveston, Texas, which was not operated during 1925.

Railway Tax Accruals for the year amounted to \$21,476,811, an increase over 1925, of \$136,413, or .64 per cent. The taxes for the year consumed 25.8 per cent. of the net revenue from railway operations, and almost equaled the total dividends paid to stockholders.

Expenses incurred during the year on account of Federal valuation of railways, amounted to \$994,649 making the total disbursements on this account from the time the work began to the close of the present year, \$7.400.738

CAPITAL STOCK-SOUTHERN PACIFIC LINES.

The decrease during the year in capital stocks of Southern Pacific Company and Transportation System Companies held by the public amounted to \$2,425,100.00, as follows:

Capital stock of Houston & Texas Central Railroad Company, acquired from Minority Stockholders, as mentioned on page 21 of last year's report \$2,421,900.00

report

Other capital stocks of Transportation System
Companies, acquired from the public during
the year

Decrease in capital stocks held by the public \$2,425,100.00

FUNDED DEBT-SOUTHERN PACIFIC LINES.

The increase during the year in funded debt of Southern Pacific Company and Transportation System Companies held by the public amounted to \$1,797,353.52, as follows:

\$5,654,000.00

Commerce Commission, December 26, 1923...
Southern Pacific Railroad Company First Refunding Mortgage Four Per Cent. Bonds held in Oregon & California Railroad Company's First Mortgage Sinking Fund at the close of last year, which were sold to the public during the year by the Trustee, the proceeds from such sale to be used by the Trustee in redeeming Oregon & California Railroad Company's First Mortgage Bonds, in accordance with the provisions of said sinking fund.

38.000.00

Total issued to the public during the year. \$5,906,000.00 Less: Funded debt held by the public, retired during the year.....

4.108.646.48

Increase in funded debt held by the public...... \$1,797,353.52

BALANCE SHEET OF SOUTHERN PACIFIC LINES		Deferred Liabilities	
SOUTHERN PACIFIC COMPANY AND TRANSPORTATION STSTEM COMPANY	es. Combined.	Other deferred liability	30.63 -\$587,365.57
Assets-December 31, 1926, Compared With December 31, 1925,		Unadjusted Credits	
Offsetting Accounts December 31, 1926 Investments	+Increase —Decrease	Tax liability \$4,721.5 Insurance and casualty reserves 3.665.1 Accrued depreciation—Road 2.507.0 Accrued depreciation—Equipment 94,921.6	$ \begin{array}{r} 4364,066,53 \\ 81.28 \\ +70,344.03 \\ +8,899,386.93 \end{array} $
Investment in road and equipment	\$58.788,355.82 +286,982.67 +3,091,454.89 -1,124,040.75	Total	
Miscellaneous physical property. 3,993,581.80 Investments in affiliated companies: Stocks 366,788,163.73 + Bonds 162,184,643.70	8,529,606.23 -54,061,855.30 -11,164,819.55	Corporate Surplus Additions to property through income and surplus Funded debt retired through income and surplus Sinking fund reserves	$66.85 + 331.657.78 \\ 15.33 + 5.141.277.62$
Notes	$\begin{array}{l}96,000.00 \\3,282,340.27 \\ -50,562,274.02 \end{array}$	Miscellaneous fund reserves 52.8	75.00 +86,152,359.33
Other investments: 55,285,70 Stocks 2,625,151,85	-1,536,834.31 $-62,827.01$	Total corporate surplus	
Notes 381,845,98 Advances 65,058,78 Miscellaneous 1,131,475,26	$ \begin{array}{r} -15.359.67 \\ -28.693.38 \\ +20.098.03 \end{array} $	Grand total\$2.183,597,00	
	\$62,175,590.62	INVESTMENT ASSETS—SOUTHERN PACIF	
Cash \$24,916,418.05 Demand loans and deposits	+\$449,322.72 -13,049,243.72	The following is a brief description of the investment tion System as shown in the balance sheet, viz:	
Special deposits	$\begin{array}{l} -20,063,291.67 \\ -1.592.75 \\ -208.285.95 \\ -683,817.26 \\ -105,864.72 \\ -1.222,694.96 \\ +9.642.266.37 \\ +187.504.25 \\ -1.9.044.31 \\ \$25,074,742.00 \\ \end{array}$	INVESTMENT IN TRANSPORTATION PROPERTY. Book value of investment in transportation property care the books of the companies comprising the Transpor System, consisting of 13,416 miles of first main 952 miles of additional main tracks, 5,598 miles of tracks and sidings, the Company's terminals at Gaia a ten-story office building in San Francisco, 2,454 it ives, 2,910 passenger-train cars, 80,603 freight-train 5,942 company service cars, 23 ocean steamships, 4 steamships, 10 automobile ferry boats, 13 passenger and car transfer boats, 11 tugs, 78 barges, and 19 vessels, the whole forming a transcontinental systetending from New York via New Orleans and Gaivest	ied on rtation track, f yard reston, recome- cars, river ferry other
Deferred Assets \$109.931.49	+821.376.62	San Francisco, California, and Portland, Oregon, v line extending from Ogden, Utah, to San Francisco, fornia.	vith a
	-1,739.750.23 -\$1,718,373.61	Sinking Funds for the redomnies of customilian	
Unadjusted Debits Rents and insurance premiums paid in educace \$184,000.81	-\$27,087.62	Sinking funds for the redemption of outstanding debt, consisting principally of \$17.918.000, par bonds of Transportation System Companies, \$1.88 par value, bonds of other companies, and \$2.429,6 cash in hands of Trustees.	value. 5.000
Discount on funded debt. 2.024.000.66	$\begin{array}{c}64.211.33 \\ +940.692.69 \\561.400.00 \end{array}$	MISCELLANEOUS PHYSICAL PROPERTY Book value of terminal and other real estate acquir anticipation of future use.	3,993,581.80
Total 817.947,162.29	+8849,393.74	Investments in Affiliated Companies	645,955,121.39
Grand total\$2,183,597,002.78 +	836,231,868.75	Investments in securities of Transportation System Comp which are included in the outstanding obligations as by the balance sheet, but which are owned withi	shown
†Excluded from total assets, and a corresponding amount exolt standing funded debt in accordance with regulations of the Inters. Commission.	ided from out- state Commerce	system; Investments in securities of, and advances to, Solely Con- Affiliated Companies and Jointly Controlled Affiliated panies collateral to, but not a part of, the Transpo System, representing, principally, investments as fe	trolled Com- etation
BALANCE SHEET OF SOUTHERN PACIFIC LINES.	- Company	Electric Railways in California (full ownersh.p). operated mileage	398,85
SOUTHERN PACIFIC COMPANY AND TRANSPORTATION SYSTEM COMPANI Liabilities—December 31, 1926, Compared With December 31, 19		Steam Railways (full ownership), operated mileage	132.84
Offsetting Accounts. December 31,	+Increase	Steam Railways (half ownership), operated mileage	741.20
Liabilities 1926 Capital Stock	-Decrease	Total operated mileage of railways collateral to, but not a part of, the Transportation System	072.89
Southern Pacific Company\$372,380,905.64 Transportation System Companies 398,029,900.00 Total\$770,410.805.64		Lumber Companies (full ownership), owning 22.667 of timber lands, 43.826 acres of other lands, mills, etc. Average annual production of manufa lumber, 36.000,000 feet B.M., and of railroad	2 saw
Held by the public \$372.406,315.64 Held within the system. 398,004,490,00 Total stock. \$770.410,805,64	-\$2,425,100.00 +2,450,100.00 +\$25,000.00	7,000,000 feet B.M.; Land Companies (full ownership), owning 9,705,335 of lands in various states traversed by the So Pacific Lines; and 6,289 town lots. Of these tow 2,979 are located in the State of Texas; 659 in the	acres uthern n lots,
Premium on capital stock of Southern Pacific	7 \$23,000.00	of Neyada; and 2,651 in the State of California of 1,149 are located in Los Angeles and vicinity; Coal Companies (full ownership), owning 22,688 ac	wnien
Total	+\$25,000.00	coal lands in Oregon and Colorado, and 6,321 ac prospective coal lands, and 2,457 acres of lignite, and other lands in Texas;	res of clay,
Long Term Debt Funded debt unmatured: Southern Pacific Company. \$216.431.885.00 Transportation System Companies		Oil Companies (full ownership), owning 5,091 (including 3,753 acres fully owned and 1,338 jointly owned), and holding under lease 15,479 of producing and prospective oil lands in Texa Louisians, and near Tampleo, Mexico, together with ership of mineral rights in 84,620 acres of prosi oil lands in Texas. Number of producing wells, Annual production, about 4,000,000 barrels;	acres acres,
Total	-\$1,797,353.52 +6,225,000.00	Torminal Companies (full ownership) owning 95 ac	man of
Total funded debt \$737,287,628.61 +	-\$8,022,353.52	land in the City of Los Angeles, California, wit provements, including three two-story market bull and one seven-story, two six-story, and one four warehouse buildings situated on the line of So Pacific in the heart of the wholesale district of Los An	oings, r-story uthern geles;
	+5,073,571.56	Rockaway Pacific Corporation (full ownership), about 565 acres of land on Jamaica Bay, near Bro N. Y.;	wning oklyn,
Current Liabilities	313,095,925.08	Southern Pacific Building Co. (full ownership), a nine-story office building at Houston, Texas; Associated Pipe Line Co. (one-third ownership), 561 miles of oil pipe line serving California oil i	wning
Traffic and car-service balances payable 5,919,662.38 Audited accounts and wages payable 30,297,417.76 Miscellaneous accounts payable 1,454,783.20 Interest matured unpaid 313,985.05 Interest payable January 1st 4,202,637.50 Dividends matured unpaid 70,040.01 Dividends payable January 1st 5,585,713.58 Funded debt matured unpaid 14,000.00 Unmatured dividends declared 250,000.00		Pacific Fruit Express Co. (half ownership), ope 38,584 refrigerator cars serving Southern Pacific, Pacific, and Western Pacific lines; and Stock interest, as indicated, in following companies operatiroad terminal facilities; El Paso (Texas) Union Passenger Depot Co., 5 cent; Ft. Worth (Texas) Union Passenger Station Co	rating Union rating 0 per
Unmatured interest accrued 6.274,465,16 Unmatured rents accrued 143,553,48 Other current liabilities 939,495,85	+38,039.98 +52,226.01 +58,909.82	per cent; Northern Pacific Terminal Co. (Portland, Ore- per cent:) 20
	\$2,813,152.32	Ogden (Utah) Union Railway & Depot Co., 5 cent; Union Terminal Co. (Dallas, Tex.) 12.50 per	

OTHER INCRETMENTS

6.119,167.72

OTHER INTEGRACIO	
Of this amount, \$1,486,244.26 represents cas Trustee to be applied in payment for new e the remainder represents, principally, investm securities.	equipment; and
Total Investments	\$2,078,513,321,08
ROAD AND EQUIPMENT-SOUTHER	RN PACIFIC LINES.
The increase during the year in Investment Transportation System, as shown in the balance s as follows:	in Road and Equipment of the heet, amounted to \$58,788,355,82,
Expenditures for Road Extensions Expenditures for Rolling Stock Expenditures for Floating Equipment Expenditures for Other Additions and	\$10,801,384,96 11,795,409.92 695,916.33
Betterments	28,149,043.68
Total Expenditures	\$51,441,754.89
Add	
Investment in road and equipment of the Dayton-Goose Creek Bailway	,

Total Expenditures		\$31,441,734,89
Aild		
Investment in road and equipment of the Dayton-Goose Creek Railway Company at May 1, 1926, on which date such company was taken into the Transportation System	\$748,337.51	•
Adjustment account transfer of value of land held for transportation purposes from account "Miscellane- ous Physical Property"	8,398,001.71	
Value of transportation property of Industrial Development and Land Company (a Solely Controlled Affil- lated Company dissolved during the year) which property was		
taken over by Southern Pacific Company upon the dissolution of	5,532,224.20	14.678.563.42
said Affiliated Company	3,332,223.20	
Deduct		\$66,120,318.31

The following table shows the number of units of each class of rolling stock owned at December 31, 1926, and at December 31, 1925, and the number of units of each class added and retired during year:

Property retired, equipment vacated, and other adjustments Net increase in Investment in Road and Equip-

	Owned	Owned		During Year
CLASS	Dec. 31, 1926	Dec. 31, 1925	Added*	Retired
Locomotives Passenger-train cars Freight-train cars Work equipment	2.910 80,603	2,440 2,927 79,170 5,883	52 76 2,350 378	38 93 917 319

*Includes 2 locomotives, 3 passenger-train cars, and 3 freight-train cars acquired with Dayton-Goose Creek Railway Company taken into System during the year.

To provide for increased requirements and to replace vacated equipment, your mpany will add to its equipment, during 1927, by construction at Company ups, or by purchase from outside builders, rolling stock as follows, vis:

	Shops Shops	Outside Builders	Total
Locomotives	8	10	18
Passenger-train cars		81	81
Freight-train cars	1,300	1,200	2,500
Company service equipment		4.8	41

The estimated cost of this equipment is \$9,400,000.

Contracts were made during the year for the construction of one ocean-going passenger and freight steamer of approximately 12,000 tons displacement, for use in the Company's Atlantic Steamship Lines coastwise service; also for the construction of three additional automobile ferry steamers, for service between San Francisco and Oakland, to accommodate the increase in local automobile traffic between these points. The cost of this floating equipment will approximate \$4,000,000.

The total estimated cost of the new rolling stock and of floating equipment mentioned above, which is in addition to equipment completed and placed in service during 1926, amounts to \$13,400,000.

BALANCE SHEET AND INCOME ACCOUNT OF SOLELY CONTROLLED AFFILIATED COMPANIES.

Below will be found a condensed balance sheet as of December 31, 1926, and a condensed income account for the year 1926, of all separately operated Solely Controlled Affiliated Companies, combined:

BALANCE SHEET

	Assets	
		Dec. 31, 1926
1.	Property investment	\$250,221,190.87 268,270.69
3.	Investments in affiliated companies-Stocks	337,838.64
4.	Investments in affiliated companies-Bonds	418,950.00
5.	Investments in affiliated companies—Advances	33.192.155.02
6.	Other Investments	14,006,390.99
7.	Cash	1,235,472.65
6. 7. 8. 9.	Accounts receivable	3,426,693.44 5,349,070.07
9.	Material and supplies	1.373.881.48
10.	Deferred assets	2.481.768.90
12.	Discount on securities	11.402.395.40
13.	Other unadjusted debits	22,142,876.36
2.02	Other unadjusted debits	
14.	Grand total	\$345,856,954.51 ——————
	Liabillities.	
15. 16.	Capital stock	*\$149,936,368.00 535,151.75
17.	Funded debt: (a) Held by the public\$31.779.000.00 (b) Held within the system30,468,000.00	
	(e) Total	62,247,000.00
13.	Non-negotiable debt to affiliated companies	61,731 447.97
19.	Current liabilities	4,703.581.95
20.	Deferred liabilties	471.834.22
21.	Accrued depreciation	12,685,952.55 8,887,708,46
22.	Reserve for amortization of property investment	0.007,708.40

23.	Other unadjusted credits	11,540,753.88
24.	Total Habilities	\$312.739,798.78
25. 26. 27. 28.	Additions to property through income and surplus Sinking fund reserves Appropriated surplus not specifically invested. Profit and loss—Balance	\$1,010,493.05 302,776.52 700,000.00 31,103,886.16
29.	Total corporate surplus	\$33,117,155.73
30.	Grand total	\$345,856,954.51
	INCOME ACCOUNT	Year Ended Dec. 31, 1926
31. 32.	Operating revenues	\$36.816,264.18 27,773,604.64
33. 34. 35. 36.	Net revenue from operations Taxes Uncollectible railway revenues Equipment and joint facility rents—Net	\$9.042,659.54 2.874,585.67 441.29 428,402.53
37. 38.	Net operating income Non-operating income	\$5,739,230.05 1,760,148.93
39.	Gross income	\$7,499,378.98
40. 41.	Interest on funded debt	\$3,104,510,00 1,151,577.73
42.	Total deductions	\$4,256,087.73
43.	Net income	\$3.243,291.25
44.	Income applied to sinking and other reserve funds	\$28,430.00
45.	Income balance transferred to credit of profit and loss	\$3,214,861.25

*Of the amount of outstanding capital stock shown above, all but \$53,110 is di within the system.

CLAIM FOR CLOSING COLORADO RIVER BREAK

On page 21 of last year's report, mention was made of a suit brought by your company, by sanction of Act of Congress, in the Court of Claims, Washington, D. C., to enforce its claim against the Government of the United States for \$1.113.677.42 for expenditures incurred twenty years ago, at the instance of President Roosevelt, in closing a break in the Colorado River, which operation prevented permanent flood disaster to the property and people of the Imperial Valley. The Government's representatives have completed the checking of your Company's claim, and the taking of testimony in the sult is in progress.

CONSTRUCTION OF ADDITIONAL MAIN LINES IN ARIZONA.

The last section of the additional main lines in Arizona, the construction of which was undertaken as a part of the general plan under which the control of the El Paso & Southwestern system of railways was acquired, as explained on page 25 of the 1924 annual report, was completed and placed in operation during the year. The construction of these additional lines in connection with the inclusion in the system of the El Paso & Southwestern lines, avoided the cost of constructing an urgently needed second line between Dome, Arizona, and El Paso, Texas, a distance of about 544 miles. The completion of these lines not only gives the main line route between Yuma, Arizona, and El Paso, Texas, the equivalent of a double track for all but 57 miles of the entire distance; but also places on the main line the important city of Phoenix, the capital of Arizona, provides through direct service for the rich irrigated Salt River Valley, and shortens the haul to existing sources of important traffic.

CASCADE LINE ON SHASTA ROUTE (Natron Cut-Off)

(Natron Cut-Off)

The Natron Cut-Off (which will hereafter be referred to as the Cascade Liner, mention of which was made in the annual report for the years 1923, 1924, and 1925, including the reconstruction of about 23 miles of the southerly portion of the line, specifically mentioned on page 22 of last year's report, was completed and placed in operation for threigh freight service and local passenger service or the read bed, the establishment through passenger service over the line has been deferred until a stabilishment through passenger service over the line has been deferred until the cost of the road bed, the establishment through passenger service over the line has been deferred until the cost of the road bed, the cost of the cost o

PROPOSED NEW LINES IN SOUTHERN OREGON AND NORTHERN CALIFORNIA.

On page 22 of last year's annual report, mention was made of your Company's plans for the further development of the country lying generally to the east of the Cascade Line (Natron Cut-Off) in Southern Oregon and Northeastern California (which plans also contemplated the establishment of a new through route between the Willamette Valley and the Klamath Basin, in Oregon, and points on the main line acroes Nevada to Ogden, Utah, and beyond); and to the fact that, in furtherance of such plans, the Company had made application to the Interstate Commerce Commission for authority to acquire and/or to construct the following lines of railway as contemplated by such plans, viz:

- Acquisition of control of the Nevada-California-Oregon Railway through the purchase of securities of that Company;
- 2. Construction of a line extending from Klamath Falls. Oregon, throug Cornell, California, to a connection with the Nevada-California-Oregon Railway near Alturas, California;
- Acquisition of control through stock ownership of the Oregon, Californ and Eastern Rallway, extending from Klamath Falls to Sprague Roregon, and the construction of certain extensions by that Company.

Mention was also made of the fact that while the Interstate Commerce Commission had our application under consideration, the situation was complicated by an application of the Oregon Trunk Railway, a Northern Pacific-Great Northen subsidiary, to extend its line from Bend, Oregon, south to Klamath Falls. This proposed extension of the Oregon Trunk Railway follows a route east of the Cascade Line; and from a point east of Paunina, on the Cascade Line, to Klamath Falls, the proposed route of such extension generally parallels the Cascade Line and the Oregon, California and Eastern Railway. In a decision rendered May 3, 1926, the Commission held that while the Oregon Trunk Railway

should be granted an entrance to the Klamath Basin, the expense of constructing an additional line from Paunina to Klamath Falls should be avoided by the use of constructing an existing facilities between those points. In such decision the Commission Granted Railway, and to construct the inquire control of the Nevada-California-Oregon Railway, and to construct the inquire control of the Nevada-California oregon Railway, and to construct the inquire control of the Nevada-California with the Nevada-California oregon Railway, and to construct certain extensions, upon the express condition that the Oregon Trunk Railway should be granted joint use of your Company's Cascade line between Paunina and Klamath Falls or joint use of the Oregon. California and Eastern Railway; and it granted to the Oregon Trunk Railway authority to construct en extension from Bend, Oregon, to a connection with the Cascade Line at Paunina, Oregon, or to a connection with the Oregon. California and Eastern Railway; and it granted to the Oregon Trunk Railway and the Southern Pacine should get together along the paunina and Klamath Falls.

In compliance with the expressed desire of the Commission, your Company used every effort to reach an agreement with the Oregon Trunk Railway for such join use. The Oregon Trunk was offered the equal joint use of that part of your 75.77 miles, with permission to perform local service; either party to be permitted to join equally therein, if it so desired), provided that any western branches should not extend beyond the summit of the Cascade Range, and that any eastern branches should not extend beyond the summit of the Cascade Range, and that any eastern branches should not extend beyond the summit of the Cascade Range, and that any eastern branches should not extend beyond the summit of the Cascade Range, and that any eastern branches should not extend beyond the summit of the Cascade Range, and that any eastern branches should not extend beyond the summit of the Cascade Range, and that any eastern branches

On February 15, 1927, the Commission issued a ruling in which, among other things, it stated:

"As stated:

"As stated in the original report, a controlling purpose in our decision upon the application of the Oregon Trunk was that while Southern Oregon should be linked with the northern lines. In doing so unnecessary capital expenditure involved by the construction of an additional through line between Paunina and Klamath Falls should be avoided by the utilization of existing facilities. Such purpose is still controlling. The proposals of the Oregon Trunk for the independent construction of its own line are inconsistent therewith. We regard it as important that there shall be no unnecessary duplication of facilities. We are of the opinion that the present proposal of the Southern Pacific, with the modifications we here suggest, is in substantial compliance with the conclusions will not be entered at the moment: the Southern Pacific will be allowed 25 days from the service hereof in which to prepare and present to the Oregon Trunk and to file with us a complete draft of contract, and the Oregon Trunk within 20 days after such filing should notify us whether the terms proposed are acceptable, or to except to them as not consistent with our conclusions or with proper usage in trackage agreements."

The Commission stated that "taxes on the property jointly used may properly be apportioned between the parties on the basis of use, in conformity with the more usual practice under similar circumstances." And further, that "the proposed limitation upon the construction of branch lines, or the extension of main lines, is not a proper subject of contract."

posed limitation upon the construction of branch lines, or the extension of main lines, is not a proper subject of contract."

Your Company presented to the Oregon Trunk Rallway, and filed with the Commission within the time limit allowed by the Commission, a complete draft of contract covering the proposed joint use of the Cascade Line between Paunina and Klamath Falis, Oregon, the terms therefore offered to the Oregon Trunk being modified, in such contract, to accord with the suggestions of the Commission, but to date of going to press no information has been received as to the attitude of the Oregon Trunk Railway concerning the proposed contract.

In the meantime, your Company, on Oretober 8, 1926, acquired control of the Nevada-California-Oregon Railway (which is operated by its own separate organization) by the purchase of the entire outstanding common stock and funded debt of that Company. No further action will be taken, however, toward the construction and/or acquisition of the other lines contemplated in the plans of your Company, as aforesaid, until the questions concerning the proposed entrance of the Oregon Trunk Bailway into the Klamath Basin shall have been determined, and an appropriate order in connection with our application entered by the Commission.

OREGON AND CALIFORNIA BAILROAD LAND GRANT CONTROVERSY.

"A decree of the United States District Court for Oregon was rendered, and entered, on April 28, 1926, in the accounting suit mentioned on page 23 of last year's report. This decree, in effect, adjudged that, subject to certain adjustments as mentioned in the decree, the Oregon & California Railroad Company, with its lien holder, the Central Union Trust Company of New York, Trustee, under Oregon & California Railroad Company, First Mortgage of July 1, 1887, recover from the United States the sum of \$3,901.088.64, of which the sum of \$1,723.470.56 was to be paid to the Oregon & California Railroad Company, and the sum of \$2.177.618.08 to said Central Union Trust Company of New York.

On June 25, 1926, the above mentioned sums of \$1,723.470.56 and \$2.177.618.08, were paid by the United States to the Oregon & California Railroad Company, and to the Central Union Trust Company of New York, respectively.

The decree designated exercisin parcels of land aggregating 769.639 acres,

and to the Central Union Trust Company of New York, respectively.

The decree designated certain parcels of land aggregating 769,639 acres, included in the acreage for which compensation was allowed under the decree, and provided that if and when any of the land embraced in the said 769,639 acres should hereafter be found to be mineral land within the meaning of the Granting Acts, then the Railroad Company should repay to the United States the sum of \$2.50 per acre for each acre so determined to be mineral land within the meaning of said Granting Acts.

SOUTHERN PACIFIC RAILROAD COMPANY OF MEXICO.

At the time of publishing last year's report, it was thought that the 102.7s-mile gap in the main line between Teple and La Quemada would be completed and ballasted by January, 1927, but unexpected difficulties in the nature of sildes and heavy formation in tunnels, storms of unprecedented severity in the latter part of the year, and the unsettled condition of the Country, caused the work to be delayed. At the end of the year, however, all the tunnel excavations and all the grading had been completed, and all but about 4.11 miles of track, laid. The ballasting of the new line is being pashed as rapidly as possible, and it is now thought that the new line, completely ballasted, will be ready for operation early in April, 1927.

EXTENSION OF SAN ANTONIO AND ARANSAS PASS RAILWAY INTO RIO GRANDE VALLEY.

On July 31, 1926, the Interstate Commerce Commission authorized the San Antonio & Aransas Pass Railway Company to construct a line of railroad, approximately 85 miles in length, extending from the present terminus of the Faifurrias Branch, southerly through Brooks and Hidalgo counties, to the International boundary line between the United States and Republic of Mexico; also a branch line from the City of Edinburg, on the above line, easterly through Hidalgo and Dearth line from the City of Edinburg, on the above line, easterly through Hidalgo and Cameron counties to the City of Harlingen, a distance of approximately 35 miles, The work of construction was commenced immediately upon receipt of the Commission's order, and at the end of the year approximately 73 miles of the extension from Faifurrias south, and 10 miles of the branch from Edinburg to Harlingen, had been completed, while the grading of the remainder of the mileage, ready for ties and rails, was about completed. Regular freight, and passenger service between Faifurrias and McAllen, and freight service on 15 miles of the line east of Edinburg, was established early in February, 1927.

Application for authority to extend the Harlingen Branch from Harlingen to Brownsville, was filed with the Commission on October 21, 1926, and a hearing on this application was held at Houston, December 2, 1926. The Commission has not yet rendered its decision on this application.

ACQUISITION OF CONTROL OF THE DAYTON-GOOSE CREEK RAILWAY COMPANY.

Pursuant to authority granted by the Interstate Commerce Commission, control of the Dayton-Goose Creek Railway Company was acquired as of May 1, 1926, the Southern Pacific Company acquiring control through stock ownership, and the Texas & New Orleans Railroad Company. Southern Pacific Company subsidiary acquiring control by lease, since which date the line of the said Company subsidiary acquiring control by lease, since which date the line of the aid Company extending from Baytown, Texas, to a connection with the line of the Texas & New Orleans Railroad Company at Dayton, Texas, a distance of 24.99 miles has been operated by the last named company. The Baytown Refinery of the Humble Oil & Refining Company, located on this line, furnishes a large amount of revenue traffic.

UNIFICATION OF TEXAS AND LOUISIANA LINES BY LEASE TO TEXAS AND NEW ORLEANS RAILROAD COMPANY.

On September 23, 1926, application was made to the Interstate Commerce Commission for authority to unify the operations of all your Company's lines in Texas and Louisiana through the medium of leases to the Texas and New Orleans Railroad Company (a solely controlled subsidiary of your Company), of the properties of the following companies, which, together with the Texas & New Orleans Railroad, comprise that part of the Transportation System known as the Texas and Luisiana Lines.

Franklin & Abbeville Railway Company
Galveston, Harrisburg & San Antonio Railway Company
Houston, East & West Texas Railway Company
Houston & Shreveport Railroad Company
Houston & Texas Central Ballroad Company
Horla & Vermilion Railroad Company
Lake Charles & Northern Railroad Company
Louisiana Western Railroad Company
Morgan's Louisiana & Texas Railroad & Steamship Company
San Antonio & Aransas Pass Railway Company
Southern Pacific Terminal Company

The Commission approved this application by an order, dated December 28, 1926, and the unification was made effective March 1, 1927. It is expected that as a result of this unification considerable saving will be effected by a reduction in accounting work,

ROCKAWAY PACIFIC CORPORATION.

On July 9, 1926, the New York Court of Appeals unanimously affirmed a judgment of the Appellate Division, which in turn affirmed a judgment of the Court of Claims, awarding the Rockaway Pacific Corporation damages on account of the appropriation by the State of New York, on April 4, 1917, of the property on Rockaway Point, Queens County, New York, now known as Fort Tilden; and further decreeing that the Corporation owned the entire remainder of the westerly end of Rockaway Point to mean low water Pursuant to this award the Corporation reveived, including interest to date of payment, the sum of \$2.651,753.01. The area of the property which has thus been adjudicated, and which is still owned by the Corporation, consists of approximately 565 acres. The City of New York has instituted an ejectment action to re-try the title to the property in question, and the judgments above mentioned have been pleaded as a defense.

FEDERAL VALUATION OF RAILROADS

The Act of Congress, approved March 1, 1913, known as the Federal Valuation Act, and amendments thereof, directs the Interstate Commerce Commission to determine the valuation of the transportation properties of each railway orporation in the United States, engaged in interstate commerce and subject to the Interstate Commerce Act.

Interstate Commerce Act.

In connection with the valuation of the property of each of such railway corporations, the Act directs the Commission, among other things, to ascertain

In connection with the valuation of the property of each of such railway corporations, the Act directs the Commission, among other things, to ascertain

1. The original cost of such property to date of valuation;
2. The cost of reproduction new;
3. The cost of reproduction new;
3. The cost of reproduction new;
4. The present value of lands held for, and used in the service of transportation; and numerous other facts, as set forth in the statute, which are assumed to have a bearing upon the valuation of such properties. The Act also directs the Commission, in making such valuation, to take into account any and all elements of value which may be found to exist.

Upon the completion of the valuation of any of such properties, the Commission is further directed to prepare, and to serve upon the owning carrier, a tentative valuation wherein shall be set forth the value placed upon the property by the Commission together with the Commission's findings of fact concerning the matters referred to in the next preceding paragraph. This tentative valuation is thereafter, within a specified time, subject to protest by the carrier, in which event provision is made for formal hearing and determination by the Commission. Shortly after the effective date of the Valuation Act, your Company formed, and has since maintained, an organization known as the Valuation Department, which has actively co-operated with the field organization of the Interstate Commerce Commission in the preparation of a complete field inventory of all the transportation properties of the Southern Pacific Lines and Affiliated Companies. In addition to this co-operative work, the Valuation Department has been engaged in preparing valuations, based on the provisions of the Valuation Act as understood by the Valuation Department, of the transportation properties of the valuations of such properties served by the Commission's Bureau of Valuation, and to serve as a basis for any protests to such tentative valuations which it may be found necessary to make to prot

To December 31, 1926, the Commission's Bureau of Valuation has served tentative valuations on the following companies the lines of which are included in the Transportation System of the Southern Pacific Lines:

Name of Company TEXAS AND LOUISIANA LINES.	Date of Tentative Valuation
Dayton-Goose Creek Ry. Co. Franklin & Abbeville Ry. Co. Galveston, Harrisburg & San Antonio Ry. Co.	June 30 1010
Houston, East & West Texas Ry. Co	June 30, 1918 do
Houston & Shreveport R. R. Co	do

\$22,343,004,32

7. 9. 10. 11. 12. 13.	Lake Charles & Northern R. R. Co. Louislana Western R. R. Co. Morgan's Louislana & Texas R. R. & S. S. Co Southern Pacific Terminal Co. San Antonio & Aransas Pass Ry. Co. Texas & New Orleans R. R. Co.	June 30, 1918 do do do do June 30, 1919 June 30, 1918 June 30, 1917
	PACIFIC LINES.	
15.	Alamogordo & Sacramento Mountain Ry, Co	June 30, 1917
16.	Arizona & New Mexico Ry. Co	June 30, 1915
18.	Burro Mountain B. R. Co.	June 30, 1917
19.	Dawson Ry. Co.	do
20.	El Paso & Northeastern R. R. Co	do
21.	El Paso & Northeastern Ry, Co	do
22.	El Paso & Rock Island Ry Co	do
23.	El Paso & Southwestern R. R Co	do
24.	El Paso & Southwestern B. R. Co. of Texas	do
25.	Phoenix & Eastern R. R. Co	June 30, 1915
	In the case of such tentative valuations formal protest was	filed within the

	Name of Company Owning Property Operated by Southern Pacific Company as of the Date of Tentative Valuation	Date of Tentative Valuation
	SOUTHERN PACIFIC STEAMSHIP LINES.	
1.	Southern Pacific Co	June 30, 1916
	PACIFIC LINES.	
2.	Southern Pacific Co (Rail Lines)	
3.	Beaverton & Willsburg R. R. Co	do
5.	Central Pacific Ry. Co.	
6.	Coast Line Ry. Co.	
9.	Hanford & Summit Lake Ry. Co.	
7.	Inter-California Ry. Co.	
9.	New Mexico & Arizona R. R. Co.	
10.	Oregon & California R. B. Co.	
11	Peninsular Ry. Co.	
12	Porterville Northeastern Ry, Co	do
13.	South Pacific Coast Ry, Co	do
14.	Southern Pacific R. R. Co	
1.5	Tucson & Nogales R R Co.	do

is anticipated that tentative valuation of such properties will be served by commission on the Southern Pacific Company in the near future.

It is anticipated that the Commission on the Southern Pacific Company in the Commission on the Southern Pacific Company in the Company solely content transportation companies owning steam and electric lines in the Company and which operates its own property. To December 31, 1926, terminate the Companies of the Companies.

GENERAL

The dividends for the year on the capital stocks of the Southern Pacific mpany and its Transportation System Companies held by the public, amounted \$22,343,004.32, as follows:

Dividends on	capital stock of the Southern Pacific Company:	
1½ per cent. 1½ per cent. 1½ per cent. 1½ per cent.	paid April 1, 1926 \$5,585,713.58 paid July 1, 1926 5.585,713.58 paid October 1, 1926 5,585,713.58 payable January 3, 1927 5,585,713.58	
Dividends on	Southern Pacific Company	54.32

Total dividend payments for the year

The total taxes for the year amounted to\$21,476,810.65 the pension system put into effect January 1, 1903, there were major rolls at the end of the year, 1785 employes. The pay for the year amounted to \$1,004,740.25, equivalent to six per an investment of \$16,745,670.83.

pension rolls as reference to the pension rolls as reference to the year amounted to on an investment of \$16,745,670.88.

Board announces with sorrow the death, on Judge, who served your Company as a Direct roll of the pension of the death, and on December 20, 1926.

The pension of the pens J. Dodgs, who served your Company as a time of his death; and on December 29, ent of the Texas and Louisians Lines of in 1993. Mr. Cieveland E. Dodge was el the vacancy caused by the death of Mr. Donaid was elected President of the Texas y caused by the death of Mr. W. R. Scoen-Chairman of your Company, his office rell has been elected Executive Vice-Presid with headquarters at Houston. Texas, and, ald, will have immediate charge of the mi

The Board gratefully acknowledges its appreciation of the loyal and efficient services rendered by officers and employes during the year.

By order of the Board of Directors,

HENRY W. DE FOREST,

Chairman of the Executive Committee.

New Warehouse Corporation Plans Economical Distribution of Merchandise-Will Aid in Storing and Financing.

Recently incorporated under the laws of Delaware, the Warehouse Securities Corporation, with offices at 307 North Michigan avenue, Chicago, is working out plans for the more efficient and economical distribution of merchandise through warehousing of spot stocks. In its membership, the corporation will embrace leading public warehouses in strategic market centers and will be equipped to finance spot stocks wherever they may be located in membership warehouses, as set forth in an article by C. C. Degenhardt, vicepresident of the corporation, and lately published in Chicago

It is stated that the corporation at present has 17 warehouses in its membership and is considering applications from 40 other prospects. Of its present membership, there are a number of Southern warehouses, including locations at Dallas. St. Louis, Kansas City, New Orleans, Birmingham and Little Rock, while applications are being considered from warehouses in other Southern cities. The plan of the corporation is to lease storage space to manufacturers who would be relieved of owning and operating a warehouse, while having warehouse facilities on a rental basis, where stocks may be carried and prompt delivery made in the city or adjoining

Plans of the corporation also include advances to manufacturers on the basis of material in storage as collateral. This plan, it is said, will fit into those situations where banks of various cities are accustomed largely to dealing with one product or line of goods with which they are familiar and are reluctant to make loans on goods or commodities about which they know little or nothing. Mr. Degenhardt states in his article that "in launching a national distribution and credit system for producers who must use warehouse spot stocks in certain markets the new corporation will aid the producer in eliminating much waste in time and

expense, for here the producer, with a distribution problem, may at one interview arrange for storage, cartage and financial accommodations."

In addition to Mr. Degenhardt, other officers of the corporation include Roy C. Griswold, chairman of the board; J. W. Clark, president; G. M. McConnell, treasurer, and H. C. Hay, secretary.

Florida Products Objects of Research.

Research that may affect the industrial future of Florida is being carried on by a number of graduate students and instructors of the University of Florida's departments of chemistry and pharmacy at Gainesville. All work is being done on Florida products or products related to them. W. E. Flood, a fellow in chemistry, is investigating the possibilities of introducing Florida tung oil into proxylin lacquers. Alachua county is the center of the tung-oil industry in America.

J. M. Boyd, another fellow in chemistry, is making a study of Florida peat to determine the commercial possibilities of this native fuel. Deposits of peat in Florida are the second largest in the United States. Marion B. Matlack and J. A. Ogg are carrying on researches in the canning of citrus juices. It is believed the perfection of a process for preserving citrus juices in such a way that they wlil keep their natural colors would form a basis for a new great industry in Florida and would utilize cull oranges.

Other researches are being carried on with the medicinal plants of the State and with common horemint for thymol.

Course of Study in Fuel Engineering.

The Department of Mechanical Engineering, Towne Scientific School, University of Pennsylvania, Philadelphia, Robert H. Fernald, director, has announced that a new course in fuel engineering will open on September 30 next, with lectures by leading national authorities, this course of study leading to the degree of master of science in fuel engineering. A pamphlet of 24 pages, giving full particulars, has been issued.

FLORIDA PEOPLE THEMSELVES DID NOT CREATE THE HECTIC SPECULATIVE TOWN-LOT BOOM.

It Is Claimed That They Are Meeting Their Obligations Better Than Northern Town-Lot Buyers.

St. Petersburg, Fla., April 4.

Editor Manufacturers Record:

I have read in the January issue of the Manufacturers Record an article in form of a letter from Frank L. Holt on "Suggestions As to Deferred Payments on Real Estate Purchases in Florida." Since I started this letter I have seen the March issue, with an answer, but inasmuch as it is different from mine I am taking the liberty to express views on a few of his statements from another angle.

In one paragraph Mr. Holt says: "Frankly, I think the answers to your questions lie within the control of the people of Florida themselves." This is not so. The Floridian has no more to do with it than the Northerner.

"It is felt that speculation was allowed to run wild and that the residents were, to put it mildly, entirely too enthusiastic in their claims and predictions," he continues.

I would like Mr. Holt to answer these questions:

Who did the speculating?

Who made outrageous and unreasonable claims?

Who made great predictions?

The speculating was done by both the Northerner and the Floridian, if you wish to call it that, but in many cases the class of property purchased by the Floridian was different from that purchased by the Northerner. Either way you wish to look at it, it simmers down to this: The wild buying of the Northerner is what created the era of speculation.

Who made all the great claims? I will wager Mr. Holt that fully 75 per cent of all the big claims were made by the Northerner. I could name at least six firms, without referring to any data, that sold property out of St. Petersburg at this time and they were all made up of Northerners. In other words, the developments they were selling were being developed by the Northerners. Some of them claimed they were going to have towns built in their development within 24 months.

How about a Chicago syndicate that bought over 1,000,000 acres along a certain river? How much of this are they actually developing and how much of it did they pass along at 500 per cent profit?

How about another Chicago syndicate that bought several thousand acres and claimed they would build a town, and had offices all through the North to sell their stuff? I heard one party say that their land was so poor that a man couldn't even raise a fuss with his wife on it. Here is what this firm did, and I have letters on file to prove it: They found a lady living in a small town in Illinois who had a lot here in St. Petersburg. At this time she could have got from \$3500 or possibly \$3750 for her lot, but they told her they would give her \$5000 for it, providing she would buy \$5000 worth of property. It went along for a time, and in the meanwhile the lady had to go to the hospital. While in the hospital some one connected with this firm telephoned this lady's home and told her daughter to send to them the deed to her mother's St. Petersburg property, which the girl did, thinking her mother had asked them to do it. After receiving the deed they went to this lady, when she was in no condition to do business, and induced her to sign up for \$10,000 worth of their property, at their prices, and allowing her \$5000 for her lot in St. Petersburg. Very soon after this they found out she had no money, so they very hastily cancelled one-half of her purchase. I suppose the people of Florida are responsible for that.

Right here I want to tell Mr. Holt what the people of Florida are responsible for! They are responsible for the Government getting 42 indictments against two of the operators, of whom the above firm was one. It took over a year to get this evidence.

Mr. Holt continues: "Bitterness in the minds of a vast number of people, which is the result of money actually lost and the attitude which is assumed toward such conditions by the residents of the State." I do not know just what Mr. Holt means by "the attitude assumed." The residents are taking a loss as well as the Northerner, and in many cases are harder hit. A great many people are like the man I heard of the other day, who is worrying terribly because he thinks he will have to lose \$5000 or \$6000 on some property he now owns, but who does not say anything about all the profits he made a few years ago-and he made them before Uncle Sam wanted a slice of the profit. Inasmuch as I knew this man in the North before I came South, I have every reason to believe the facts to be true. I also realize that many people suffered losses without the profits, and in most cases this was due to the late hour in which they made their investments

In regard to time payments: I know of a man from the North who has made thousands of dollars here-possibly over \$100,000. He has had over \$100,000 out in mortgages. Was he ready to help out on future payments? Certainly. He would relieve you of all future payments by just foreclosing. He wanted his money, and in many cases demanded a bonus for extensions. I know of two men from one of the New England States who purchased two lots, paying one-third down, balance in one and two years. The second payment was due last December. Did they pay it? No. Did they pay the interest? No. The mortgagee was willing to give them an extension. Did they want it? No. What did they want? They wanted the mortgagee to pay them \$500 to sign a quit-claim deed to the property. There are hundreds of cases like it, and that is why the Floridians are writing North demanding their money. In this particular case the mortgagee has spent quite a little time in looking up these men and they are reported to him as wealthy.

In another paragraph Mr. Holt says, "I think the remedy is in the hands of the people of Florida themselves." I think he is wrong. Hundreds of Floridians today are badly tied up simply because the Northerner does not pay up.

I heartily agree with you in an article on page 70 of the March issue in making a comparison with the stock market. If the people who suffered losses in Florida real estate had suffered this loss in playing the stock market, they would have kept their mouths shut, but as they lost it in Florida they felt they ought to tell the wide world. If they had lost it in the stock market, they wouldn't expect the Stock Exchange to go out of business; yet, because they lost it in Florida, they think there is only one place left for the State, and that is purgatory.

S. H. WINCHESTER.

Texas County Sells \$1,450,000 Road Bonds.

Houston, Texas.—Road bonds in the amount of \$1,450,000 have been sold by Harris county, H. L. Washburn, county auditor, to George L. Simpson & Co., Dallas, at par, accrued interest and premium of \$12,615. The bonds will bear an interest rate of $4\frac{1}{2}$ per cent.

Dyer county, J. K. White, chairman of the Board of County Commissioners, Dyersburg, Tenn., has voted a \$1,000,000 bond issue for the construction of roads.



PROPOSALS

BOND ISSUES

BUILDINGS

PAVING

GOOD ROADS



Bids close April 15, 1927.

Office of the Constructing Quartermaster, Fort Bragg, N. C. Sealed proposals will be received here until 10 A. M. April 15, 1927, and then opened, for the construction of a 12-inch Cast-Iron Water Main at Fort Bragg, N. C. Ten Dollars deposit required for drawings, etc. Further information upon application.

Bids close April 30, 1927.

Office of Constructing Quartermaster, Fort Bragg, N. C. Sealed bids in triplicate will be received until 10 A. M. April 30, 1927, for the construction of one standard Barracks Building, including the utilities thereto. Separate bids will also be received for the general construction, plumbing, heating and electrical work. Further information on application.

Bids close May 5, 1927.

Treasury Department, Bureau of Engraving and Printing, Washington, D. C., March 31, 1927. Sealed proposals are invited for the purchase of pulp, ink scrapings and postage stamp and internal revenue paper trimmings, and for the cleaning of windows during the fiscal year beginning July 1, 1927. Proposals to be received not later than 2 P. M. Thursday, May 5, 1927. Blank forms with specifications for proposals for the several schedules and further information will be furnished on application to A. W. HALL, Director.

Bids close April 28, 1927.

Bids close April 28, 1927.

TREASURY DEPARTMENT, Bureau of Engraving and Printing, Washington, D. C., March 24, 1927. Sealed proposals are invited to furnish this Bureau with postage-stamp paper and internal-revenue paper during the fiscal year beginning July 1, 1927. Contracts will be made only with actual manufacturers of the paper. Proposals to be received not later than 2 P. M. Thursday, April 28, 1927. Blank forms, with specifications for proposals, and further information will be furnished on application to A. W. HALL, Director.

Bids close April 26, 1927.

Bids close April 26, 1927.

SEALED BIDS in triplicate, subject to the conditions contained herein, will be received until 11 A. M. April 26, 1927, and then publicly opened, for furnishing all labor and materials and performing all work for Construction of Receiving Building, including Connecting Corridors at U. S. Veterans' Hospital No. 60, Oteen, North Carolina. This work will include excavating, reinforced concrete construction, hollow tile, cast stone, marble work, floor and wall tile, ironwork, steel sash, iron stairs, with slate treads; slate and built-up roofing, roof ventilators, metal lathing, plastering, carpentry, insect screens, hardware, painting, glazing, plumbing, heating, electrical work and electric elevators. SEPARATE BIDS will be received for Building Construction, Plumbing, Heating, Electrical Work and Electric Elevators, all as set forth on bid form. Bids will be considered only from individuals, firms or corporations possessing satisfactory financial and technical ability, equipment and organization to insure speedy completion of the contract, and in making awards the records of bidders for expedition and satisfactory performance on contracts of similar character and magnitude will be carefully considered. At the discretion of the Director drawings and specifications may be obtained upon application to the Construction Division, Room 791. Arlington Building, Washington, D. C. Deposit with application of a check or postal money order for \$20, payable to the TREASURER OF THE UNITED STATES, is required as security for safe return of the drawings and specifications within ten days after date of opening bids. FRANK T. HINES, Director. March 24, 1927.

RATE: 35 cents per line per insertion. PUBLICATION DAY: Thursday. FORMS CLOSE: 4 P. M. Monday. DAY LETTER: When too late to send copy by mail to reach us by 4 P. M. Monday, forward by day letter. THE DAILY BULLETIN OF THE MANUFACTURERS RECORD: Published every business day; gives information about the industrial, commercial and financial activities of the South and Southwest. The Daily Bulletin can be used to advantage when copy cannot reach us in time for publication in the Manufacturers Record before bids are to be opened, or when daily publications are necessary to meet legal requirements.

The same rate applies—35 cents per line per insertion.

Bids close April 19, 1927.

\$185,000 5% Water and Sewer Bonds

Crewe, Va.

Crewe, Va.

Sealed bids will be received by the Town of Crewe, Virginia, until 4 o'clock P. M. April 19, 1927, for purchase of \$185,000 of Water and Sewer Bonds of said municipality, bearing interest at the rate of 5 per centum per annum, payable semi-annually June 30 and December 31.

Bids may be submitted for any part or the entire issue of said bonds and must be enclosed in a plain sealed envelope marked "Proposal for Bond," addressed to Wm. P. Taylor, Town Manager, Crewe, Virginia, and must be accompanied by certified check for 2 per cent of the face value of the bonds, payable to the order of the Town of Crewe, Virginia. Bids by mail will be fully protected.

tected.

The Town reserves the right to reject any and all bids.
Legal proceedings for the issuance, preparation and sale of bonds, under supervision of H. H. Watson, attorney-at-law, Crewe, Virginia.

Bids close April 14, 1927.

Paving

Knoxville, Tenn.

Knoxville, Tenn.

Sealed proposals for street improvements will be received by the City of Knoxville, Tennessee, until 10 o'clock A. M. April 14, 1927, and such proposals will be publicly opened and read immmediately thereafter. All bids shall be made upon proposal blanks attached to the instructions to bidders and specifications, which may be obtained from the Office of the City Engineer. The proposed work will consist of approximately 41,000 sq. yds. of Sheet Asphalt, 38,000 sq. yds. Asphalt Concrete with 6-In. concrete base, and 17,000 sq. yds. Concrete paving as shown in detail by plans and specifications on file in the Office of the City Engineer.

paving as shown in uc.a.

specifications on file in the Office of the City Engineer.

Bids shall be accompanied by either a certified check upon an incorporated bank or trust company for two per cent of the amount of the bid, or a bid bond in like amount with satisfactory corporate surety, to insure the execution of the contract by the successful bidder in accordance with plans and specifications, and entering into bond for full amount of the contract.

No contractor will be required to take bonds, warrants or certificates in payment, but payment will be made in cash upon monthly estimates of the City Engineer, to the amount of ninety per cent of such estimates, and the balance will be paid in cash within sixty days after acceptance of the work. All of said work shall be completed on or before the 1st day of December, 1927.

The City reserves the right to reject any or all bids.

CITY OF KNOXVILLE

FREDERICK A. AULT, Recorder.

Bids close April 26, 1927.

TREASURY DEPARTMENT, Office of the Supervising Architect, Washington, D. C., March 15, 1927. SEALED BIDS in duplicate will be received until 3 P. M. April 26, 1927, and then publicly opened, for the construction of the United States Postoffice at Lancaster, S. C. Drawings and specifications may be obtained from the Custodian of the site at Lancaster, S. C., or at this office, in the discretion of the Supervising Architect. Jas. A. Wetmore, Acting Supervising Architect.

Bids close April 27, 1927.

Police Uniforms **Highway Construction**

Dover, Del.

Sealed proposals will be received by the State Highway Department at its office, Dover, Delaware, until 2 o'clock P. M. April 27, 1927, and at that place and time publicly opened, for contracts involving the following approximate quantities:

CONTRACT J

30 MOTORCYCLE POLICE UNIFORMS CONTRACT S0

BRENFORD-DUPONT ROAD, 1.65 MILES 4,000 Cu. Yds. Excavation.
300 Cu. Yds. Borrow.
1,460 Cu. Yds. Cement Concrete Pavement.
750 Lin. Ft. Premoulded Expansion Joint.
15 Cu. Yds. Class "A" Concrete.
250 Lbs. Reinforcement.
180 Lin. Ft. 15-in. Corrugated Metal Pipe.
140 Lin. Ft. 15-in. R. C. Pipe.
56 Lin. Ft. 18-in. R. C. Pipe.
56 Lin. Ft. 18-in. R. C. Pipe.
CONTRACT S1

PHILADELPHIA PIKE WIDENING, 1.865
MILES. (SHELLPOT TO BELLE-VUE QUARRY.)
8,000 Cu. Yds. Excavation.
6,000 Cu. Yds. Excavation.
5,500 Cu. Yds. Excavation.
5,500 Cu. Yds. Cement Concrete Pavement.
3,000 Lin. Ft. Premoulded Transverse Joint.
47,000 Sq. Ft. Cement Concrete Sidewalk.
60 Cu. Yds. Class "A" Concrete.
500 Cu. Yds. Cement Rubble Masonry.
1,600 Lbs. Reinforcement.
775 Lin. Ft. 36-in. Terra Cotta Pipe.
2,200 Lin. Ft. 24-in. Terra Cotta Pipe.
60 Lin. Ft. 24-in. Terra Cotta Pipe with 12-in. 45-degree Y's.
6,000 Lin. Ft. 18-in. Terra Cotta Pipe with 12-in. 45-degree Y's.
6,000 Lin. Ft. 18-in. Terra Cotta Pipe with 12-in. 45-degree Y's.
6,000 Lin. Ft. Relaid Pipe more than 18 in. in diam.
1.200 Lin. Ft. Relaid Pipe more than 18 in. in diam.
1.200 Lin. Ft. Wire Cable Guard Rail.
6,000 Lbs. Cast-Iron Frames and Gratings. Performance of contract shall commence within ten (10) days after execution of the contract and be completed as specified.

Monthly payments will be made for 90 per cent of the construction completed each month.

Bidders must submit proposals upon forms provided by the Department.

month.

Bidders must submit proposals upon forms provided by the Department.

Each proposal must be accompanied by a surety bond, certified check or money to the amount of at least ten (10) per centum of the total amount of the proposal.

The envelope containing the proposal must be marked "Proposal for the construction of State Highway Contract No....."

The contract will be awarded or rejected within twenty (20) days from the date of opening proposals.

The right is reserved to reject any or all bids.

The right is reserved to reject any or an bids.

Detailed plans may be seen and index plans and specifications may be obtained upon receipt of two dollars (\$2.00), which amount will not be refunded.

STATE HIGHWAY DEPARTMENT,

Dover, Delaware.

Bids close April 25, 1927.

Electric Light and Water System

Henderson, Tenn.

The Board of Mayor and Aldermen of the City of Henderson, Tennessee, invite bids for the sale of its electric light and water system to be filed until Monday, April 25, 1927, at 12 o'clock noon. Bids will be received as follows: For the sale of the electric light plant, for the sale of the water works system, for the sale of both the water and light plants. Bidders will be required to submit a rate for both water and light, and a franchise, not exceeding thirty years, will be granted the successful bidder.

A certified check for \$500.00 will be re-

A certified check for \$500.00 will be required to accompany each bid as a guarantee of good faith. Right is reserved to reject any and all bids. For further information apply to W. H. Baldy, Recorder, Henderson, Tennessee.

Bids close April 14, 1927.

Sidewalk, Curb and Gutter

Knoxville, Tenn.

Sealed proposals for street improvements will be received by the City of Knoxville, Tennessee, until 10 o'clock A. M. April 14, 1927, and such proposals will be publicly opened and read immediately thereafter.

All bids shall be made upon proposal blanks attached to the instructions to bidders and specifications, which may be obtained from the Office of the City Engineer. The proposed work will consist of approximately 5000 sq. yds. of concrete sidewalk and 20,000 lin. ft. of. concrete curb and gutter, as shown in detail by plans and specifications on file in the Office of the City Engineer.

Bids shall be accompanied by either a certified check upon an incorporated bank or trust company for two per cent of the amount of the bid, or a bid bond in like amount with satisfactory corporate surety, to insure the execution of the contract by the successful bidder in accordance with plans and specifications, and entering into bond for full amount of the contract. No contractor will be required to take bonds, warrants or certificates in payment, but payment will be made in cash upon monthly estimates of the City Engineer, to the amount of ninety per cent of such estimates, and the balance will be paid in cash within sixty days after acceptance of the work. All of said work shall be completed on or before the 15th day of July, 1927. The City reserves the right to reject any or all bids.

CITY OF KNOXVILLE FREDERICK A. AULT, Recorder.

Bids close April 13, 1927.

Laboratory Supplies

DEPARTMENT OF EDUCATION Office of the

BOARD OF SCHOOL COMMISSIONERS Madison and Lafayette Avenues

Baltimore, March 30, 1927.

Baltimore, March 30, 1927.

Sealed Proposals, in duplicate, indorsed:
"Proposals for Laboratory Supplies for Department of Education." addressed to the Board of Awards of Baltimore City, will be received at the office of F. A. Dolfield, Esq., City Register, City Hall, Baltimore, Md., until 11 o'clock Wednesday, April 13, 1927.

Specifications for the above may be obtained at the office of the Board of School Commissioners, Madison and Lafayette avenues.

Each bid must be accompanied by a certified check of the bidder for \$50.00, made payable to the Mayor and City Council of Baltimore, and drawn on a clearing-house

bank.

The successful bidder will be required to give bond for the faithful peprformance of his contract in an amount equal to the contract price, and to comply with the City Charter respecting Contracts.

The Board of Awards reserves the right to reject bids for any or all items.

JOHN H. ROCHE,

Secretary Board of School Commissioners.

Approved March 30, 1927.

HOWARD W. JACKSON.

President Board of Awards.

Bids close April 14, 1927.

Sanitary Sewer Construction

Sealed proposals, so marked, will be received by the City of Durham, N. C., until 2.00 P. M. April 14, 1927, at which time they will be opened and publicly read, at the City Hall for the construction of sanitary sewer and sewer connections and the furnishing of sewer pipe and castings. Separate bids may be filed on mains and connections. Separate bi-

separate bids may be filed on mains and connections.

Plans, specifications and contracts may be had at the office of H. W. Kueffner, Director of Public Works. The construction will include approximately the following: 59,000 ft. 10-inch sewer mains.
3,000 ft. 10-inch sewer mains.
25,000 ft. 6-inch cast iron connections.
The following materials are to be furnished the City by the manufacturer and include approximately the following:
41,000 ft. 8-inch sewer pipe.
1,200 ft. 10-inch sewer pipe.
3,000 ft. 12-inch sewer pipe.

190 manhole covers and 140 dust pans.
35 flush tank siphons.
Certified check for \$500.00 required with each bid. The City reserves the right to reject any or all bids or to accept such bids as appear in its judgment to be for the best interests of the city or to award sewer mains and service connections as separate contracts.

R. W. RIGSBY,
City Manager.
H. W. KUEFFNER,
Director of Public Works.
A. T. CRUTCHFIELD,
Purchasing Agent.

Removal of Overburden

Mayfield, Ky.

Bids are being received for the removal of 300,000 cubic yards overburden overlying plastic clay deposit. Attractive stripping proposition. I. C. Railroad tracks right into property. Ample supply of excellent water.

THE KENTUCKY CONSTRUCTION & IMPROVEMENT CO.

Bids close April 20, 1927.

Furnishing and Delivering Copper

BUREAU OF WATER SUPPLY

Baltimore, Md.

Borreau of Watter Supply

Baltimore, Md.

Sealed bids, in duplicate, endorsed "Proposals for Furnishing and Delivering Copper Pipe to the Board of Awards of Baltimore City," will be received at the office of the City Register, City Hall, Baltimore, Md., until 11 A. M. Standard time, Wednesday, April 20, 1927, at which time they will be publicly opened and read.

Specifications and proposal forms may be obtained at the office of the Water Engineer, Room 205. City Hall, Baltimore, Md., on and after April 8, 1927. A deposit of \$10 will be required for each set of specifications and will be refunded upon their return in good condition on or before the day of opening bids.

All bids must be accompanied by a certified check of the bidder on a clearing-house bank for the sum of One Hundred (\$100) Bollars, drawn to the order of the Mayor and City Council of Baltimore, and the successful bidder will be required to give satisfactory bond for the faithful performance of the agreement equal in amount to the value of the contract.

The Board of Awards reserves the right to reject any or all bids.

GEO. F. WIEGHARDT.

Water Engineer.

B. L. CROZIER.

Chief Engineer.



CLASSIFIED OPPORTUNITIES



MINERAL AND TIMBER LANDS, WATER POWER, MISCELLANEOUS PROPERTIES

KAOLIN AND LIMESTONE LANDS FOR SALE.

About 3500 acres at Adams Park, Ga., on Southern Rwy., which passes through property 20 miles south of Macon. There are three deposits of raw material of commercial interest—Kaolin, Limestone and Fuller's Earth. Kaolin has an overburden of from 5 to 15 ft. of sand and has thickness of 15 to 45 ft. almost pure Kaolin. about 50 ft. from R. R. Across Savage Creek land is underlain by Ocala Limestone and Fuller's Earth. Limestone is well above water level and has thickness of 40 to 50 ft. For further particulars address

MRS. MINTER WIMBERLEY,

Adams Park, Ga.

Adams Park, Ga.

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Rate 30 cents per line per insertion. Minimum space accepted, four lines. In estimating the cost allow seven words of ordinary length to a line. When the advertisement contains a number of long words proper allowance should be made. Terms: Invariably cash with order; check, postoffice or express order or stamps accepted. No display type used. Questionable or undestrable advertisements will not be accepted. The assistance of our readers in excluding undesirable advertisements is requested. We reserve the right to refuse any advertisement. No patent medicine, oil or mining stock advertisements accepted. Rate for special contracts covering space used as desired within one year as follows: 100 lines, 28c per line; 300 lines, 26c per line; 500 lines or more, 25c per line.

MINERAL AND TIMBER LANDS, WATER POWER, MISCELLANEOUS PROPERTIES

TIMBER AND TIMBER LAND

907 ACRES form and timber land, located in Emmons Township, Davidson County, North Carolina; 2 highways intersect on this property. Price \$30.00 an acre. Woodrow McKay, Lexington, N. C.

507 ACRES hill land, with 600,000 feet of pine and hardwood. Section fifteen one East, five North. Nine miles Northeast of Alexandria. Twenty miles South of Georgetown oil fields. Absolute bargains. A good gamble for the price. Eight dollars per acre. Don't write. Wire a binder.

E. M. SHUMAKE, REAL ESTATE. Alexandria, Louisiana.

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WONDERFUL OPPORTUNITY — 8160 acres finest, fertile Livestock Plantation; modern improvements. Plenty labor, machinery, livestock. Make great hunting preserve. Only \$22 per acre. We can finance responsible party. H. H. Hansen. Macon, Miss.

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Take advantage of buyers' market in Florida while owners of real estate need money. We offer business and home property, groves and river fronts. arket in

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CARR & CARR, INC.
WEST PALM BEACH, PALM BEACH,
LAKE WORTH.
References—Any bank or trust company in
Palm Beach County.

FLORIDA produces the menu for America's table, from fruits to nuts; heaviest crops produced in the winter months, bringing highest prices in the frozen Northern markets. Finest winter climate in the United States. Approximately \$12,000,000 in our State Treasury; no bonded indebtedness; no State income or inheritance taxes, ever. We have a factory site, an investment, a home, grove or farm for you. Send today for booklet and 1927 list. Tampa-West Coast Realty Co. (Inc.), Opp. Postoffice "Since Before the War." Tampa, Florida.

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MISSISSIPPI GULF COAST.

120 acres fronting three-fourths of a mile
on public road; 7-room residence, large
number of cow stalls, outbuildings, etc.
Pecans, peaches and grapes; extra fine location; \$200 per acre, 10 years or more to
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Stocks, write to

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BERMUDA LANDS COMPANY,

BERMUDA LANDS COMPANY, Houston Building, San Antonio, Texas.

FARM, FRUIT AND TRUCK LANDS

TEXAS

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WINTER GARDEN DEVELOPMENT
COMPANY,
406 East Travis street, San Antonio, Tex.

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Preferably South Jefferson Street. OSCAR A. WALL (With Realtor) Box 497. Roanoke, Va.

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IDEAL LOCATION FOR SUMMER AND WINTER RESORT FOR SALE.

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Twenty acres naturally adapted for resort. Fairly good improvements. Less than two miles from Meridian. having 35,000 population; fifteen minutes by jitney, service hourly; few hours' drive to Mobile, Gulfport and New Orleans. Bounded on two sides by paved roads, beautiful woodland bearing pecans, figs, peaches and varieties of grapes. Oak, Hickory, Pine and Guntrees, etc. Many beautiful building sites overlooking beautiful Baracheal Mineral Springs with wonderful curative powers, analysis similar to Shiver's Ale. Flowing water from two other springs from which two or more lakes could be made between hill sides with little cost. About ten acres level and slightly rolling; balance mountainous. Lights, water and sewerage. On main Federal highways. Address

A. H. GEORGE, Owner. Owner. Meridian, Miss.

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41 acres of land on Southern Railway in
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daily capacity; equipped with very latest
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O M WASTERS Peaker

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WE HAVE splendid facilities for handling the financing of Industrial and Public Utility propositions in Louisiana and Mississippi. Correspondence invited.

HENRY A. MENTZ,
Consulting Engineer, Hammond, La.

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MANUFACTURING SITES.
LABOR—ELECTRIC POWER—COTTON.
Tax exemption, abundant supply pure water: temperature—Winter 55, Summer SI; elevation 350 feet, low living costs America's greatest diversified area.
CHAMBER OF COMMERCE, OCILLA. GA.

EDENTON, N. C.—Several acres of ground and recently mill-constructed two-story brick building, 44x96, and extra boiler house. Buildings steam heated, equipped with water, sewerage, electricity, elevator and boiler. Mill located in best manufacturing suburbs of town on Norfolk Southern R. R. and Maine-Florida Federal Highway, with water transportation facilities at Edenton. Connected with high-power lines of the Virginia Electric Power Company of Norfolk, Va. Building formerly used as Hosiery Mill. (Bargain.)

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MR. MANUFACTURER:

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ginia can oner such addressed town.

Virginia City Basic Freight Rate. Ideal climate. Abundance of labor and strikes unknown here. Free Manufacturing Sites. For information apply to ALTAVISTA CHAMBER OF COMMERCE, Altavista, Va.

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BUILDINGS, MACHINERY AND
EQUIPMENT OF

KRUEGER MACHINERY COMPANY

KRUEGER MACHINERY COMPANY 50-acre Factory site, with buildings, etc. On Tuesday, May 3, 1927, at 10 o'clock A. M., in Room 707 Alamo Natl. Bank Bldg., San Antonio, Texas, I will offer for sale at public auction, in bulk, for cash to the highest bidder, free of all liens, except taxes, the entire plant of the Krueger Machinery Company, located at San Jose and about seven miles from this city. Said plant includes buildings and appurtenances, machine shop, foundry, railroad switch, electric-power line, telephone line, heat-treating room storehouses and outhouses, machinery and equipment, all valued at approximately \$350,000. This plant was operated until January 6, 1927, and is in first-class condition.

January 6, 1927, and is in mist-class condition.

Said sale will be subject to confirmation by the Referee in Bankruptcy. General information and copies of the inventory showing description of factory site, machinery and equipment furnished and inspection of plant had upon application to the undersigned. A certified or cashier's check for \$5000 must be deposited with Trustee before bids are permitted. Offers must be for the ENTIRE plant, etc., and not for lots or parcels. For further particulars write

M. COPPARD, Trustee.

M. COPPARD, Trustee, 614 Alamo Natl. Bank Bldg., San Antonio, Texas.

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GEORGIA BRICK PLANT AND CLAY BED FOR SALE.

FOR SALE.

For quick action I am offering for sale at a bargain one of the very best propositions in Southern Georgia in the way of a brick plant and clay bed. This clay has been tested and will make a very high grade of durable brick and tile. The twner operating this plant died recently and on that account the property is for sale. Act quick if you are interested.

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sketch and description of your invention for
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ARE YOU SATISFIED with results from the St. Louis and Southwest districts, in industrial and railroad fields? Exclusive sales rights desired of a reputable company or corporation. Will devote all time. Address No. 6713, care Manufacturers Record, Baltimore, Md.

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One of our clients, an old-established organization with ample manufacturing and financial facilities, desires to add a few new products to their line. Will take over manufacturing, selling and distribution problems. It you have a product of proved merit, write to Shelby Syndicate, Southwestern Bell Telephone Bldg., St. Louis, Mo. All letters will be given strict confidence.

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WANTED—A SALES ENGINEER for the industrial use of gas. Must be an engineer with sufficient technical knowledge and experience with gas fuel to make the necessary calculations for the design or adaptation of furnaces to use gas as a fuel. Must also have the energy, persistence and tact necessary to this. Salary \$300 per month. Location, Virginia. Submit record and references with application. Arrangement will be made for personal interview with those whose records indicate suitability for this position. Address No. 6715, care of Manufacturers Record, Baltimore, Md.

IF YOU ARE OPEN to overtures for new connection and qualified for a salary between \$2500 and \$25,000, your response to this announcement is invited. The undersigned provides a thoroughly organized service, of recognized standing and reputation, through which preliminaries are negotiated confidentially for positions of the caliber indicated. The procedure is individualized to each client's personal requirements; your identity covered and present position protected. Established sixteen years. Send only name and address for details.

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American Security Credit Company, General Offices, St. Louis, Mo.

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DISTRICT MANAGER WANTED.

Ten Thousand Dollars Salary and Commission. We are one of the oldest and largest manufacturers of Water-Works Valves, Hydrants and Fittings. If you are a man capable of earning this money in the richest territory in this Country, which includes Eastern Pennsylvania, Southern New Jersey, Virginia, North Carolina, Maryland and Delaware; if you can furnish references with your application indorsing your absolute integrity and honesty as well as your ability, write us for further information. If you cannot furnish these references or if you have not had experience in this business, do not waste our time nor yours with your answers. Send us your record. Address No. 6718, care of Manufacturers Record, Baltimore, Md.

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MANUFACTURING PLANT, well equipped and located, wants something to manufacture, preferably heavy machinery. All facilities necessary, including engineering department, patent shop, foundry with a capacity for single castings in either gray iron or semi-steel up to twenty tons; well-equipped machine shop, erecting floors, etc. No. 6683, care of Manufacturers Record.

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FOR SALE—Two slightly used blueprinting machines in excellent condition; special prices; write for details. Greensboro Blueprinters, Box 990, Greensboro, N. C.

ICE-MAKING AND REFRIGERATING MACHINERY—New and rebuilt, Our prices on new Waynesboro Refrigerating equipment, delivered and installed, very low. Buy direct from the manufacturer. sizes. Get our prices on your requirements.
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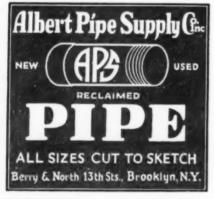
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OR SECOND IF IT'S PIPE HAND NEW

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Rethreaded, reconditioned, guaranteed, suitable for all practical purposes, furnished with new threads and couplings.

400,000 feet in all sizes from 24" to %". Also large stock of spiral pipe sizes 7", 10", 12", 14", 20", and 24".

Large stock of valves and fittings, screwed and flanged. Can make attractive prices.

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 Scully single end punch 22 inch throat architectural jaw with shearing attach.

 No. 64A Consolidated Straight sided punch press 8 inch stroke.

 75 H.P. Slip Ring Motor General Electric 1200 r.p.m., 3 ph., 60 cycle, 220 volt complete.

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